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PRINCIPAL CONTENTS.

Our Trade with Columbia.....	153
Eastern Shore Railroad	154
Connecticut River Railroad.....	154
Chesapeake Bay and Potomac Tide-Water Canal Co.....	154
Fitchburg Railroad	155
Delaware and Raritan Canal and Camden and Amboy Railroad Companies.....	155
Pacific Railroad Convention	156
A Coal Route by Rail from Carbondale to Albany.....	157
Susquehanna and Tide-Water Canal Co's.....	175
Stock Exchange and Money Market.....	169
Chicago and Great Eastern Railway	171
Railroad Earnings.....	161, 172
Journal of Railroad Law.....	172
American Central Railway.....	173

American Railroad Journal.

New York, Saturday, February 17, 1866.

Our Trade with Colombia.

It is a circumstance quite familiar to persons long engaged in business with Colombia, formerly known as New Grenada, that our commerce with that country is rapidly declining. Though naturally and politically inclined to close relations with the United States, it is preferring a commercial intercourse with a more distant nation, and purely because it has regular and frequent postal communications with Great Britain. Three times a month the Colombian ports are visited by British mail steamers; and this regularity of communication is drawing after it an increase of traffic, at the expense of our own. There seems no immediate remedy for this, but in an early establishment of new postal communications, a policy recently recommended by the Postmaster General in his report to Congress. As the service by steam would be too costly at present, he is in favor of employing sailing vessels, which, departing regularly from this port as often as twice a month, would convey letters to the lower ports, as Savanilla, Santa Marta and Cartagena, more rapidly than they can be taken at present.

A letter addressed to either of these places,

now gets no farther than Aspinwall; for there is no arrangement, by treaty or otherwise, to secure the transmission of these letters beyond the Isthmus, there they must remain unless specially forwarded and prepaid to destination. Months elapse consequently before they are received or answered; and the result is, that all business transactions with the United States and the interior are of a most uncertain character. For months past but little has been transacted at this port with Colombia. The aggregate value of this commerce was in 1860, about six millions annually; now it is reduced to a mere nominal sum, while that of Great Britain amounts to thirteen millions per annum. The products of Colombia are hides, cotton, tobacco, cochineal, gums, cocoa, india rubber, &c.; in exchange for which we have been sending petroleum, furniture, stationery, wines, spirits, candles, soap, clothing, machinery, agricultural implements, medicines, &c. Houses with capital have been established in Colombia for the express purpose of enlarging the American trade; yet, for lack of mail facilities, it is becoming impossible to succeed in the enterprise.

We have had for years past diplomatic relations with Colombia, which seem to be entirely without results. A postal treaty has been under negotiation for a long time at Bogota, but as yet without any conclusion.

It is, however, believed that the accession of Gen. Mosquera to the Presidency, about to take place, will give a new impulse to our declining trade with Colombia. He has just returned from a foreign mission to take upon himself the reins of Government; and his administration bids fair to be the most successful and intelligent which has as yet been the lot of his country. He has devoted his year's absence abroad to economical and administrative questions with great diligence. We know that he has caused inquiries to be made in the United States with direct reference to a modification of the tariff and commercial system of his own country, and has taken back with him two steamers for the National service. The present Colombian tariff is principally levied by weight of the articles imported, instead of their values; even the boxes and cases of goods are charged a duty by weight. This barbarous sys-

tem most effectually retards the introduction of a large number of articles of primary importance; and, in fact, is equivalent to a prohibition of many of the necessities of life. We expect from the administration of Gen. Mosquera, a radical change in these particulars.

It is also reported that the new President will again urge the removal of the capital—substituting Panama for Bogota. There is little doubt but that this change would be highly beneficial to the country. Bogota is high among the mountains, far in the interior, and almost inaccessible. The Government is quite isolated, and has but infrequent communication with other countries. On the other hand, Panama is a port of consequence, and in constant rapport with Europe and America. The removal of the seat of Government to Panama would give great commercial importance to the republic, a position it does not now hold. This place would rise rapidly to the rank of a great city and reflect back its prosperity on the Government. The objection as to climate is gradually disappearing, as it is ascertained since the opening of the railway, the clearing up of the country, and the increase and influx of travelers, that the sanitary condition of the port has almost entirely changed for the better.

We may therefore hope, that our commercial and political relations with Colombia are soon likely to be placed on a better footing than ever; and hope our own Government will do its full share to bring them into perfect accord.

Oshkosh and Mississippi Railroad Co.

A bill has been introduced into the Wisconsin Assembly to incorporate a company, to construct a road from Oshkosh, running southwest through the Upper Fox River Valley to some point on the Mississippi River to Grand County. The corporators named in the bill are: Joseph Stringham, Gabriel Bouck, David Atwood, S. D. Hastings, Wm. Taggart, John A. Parker, Henry Hewett, D. J. Seelye, Harmer Robbins, Isaac Hodges, S. S. Wilkinson, Joseph P. McGregor, J. H. Palmer, M. M. Davis and R. J. Mason.

The rebuilding of the Railroad bridge over the Roanoke river on the Weldon railroad, is progressing rapidly. It will be 1,750 feet in length of 11 spans.

Sale of the Union Canal Branch to Pine Grove.

On the 4th June, 1862, a disastrous flood swept the line of the Union Canal from Pine Grove to the Susquehanna, a distance of 52 miles, destroying two large reservoirs, all the bridges, and seriously damaging the embankments on the main line. The main line, however, from Middletown to the Water Works, and hence to Jonestown on the branch, was reopened to navigation on the 20th August, 1862; but the branch canal from Jonestown to Pine Grove, about 15 miles, including the big dam in the Swatara Gap in the Blue Mountain, was not rebuilt.

The rights of the Union Canal Company with their property and appurtenances, between Jonestown and Pine Grove, including, we believe, about five miles of railroad, have been conveyed to the Philadelphia and Reading Railroad Company for the sum of \$200,000, which will enable the canal company to enlarge their main line between Middletown on the Susquehanna to Reading on the Schuylkill, a distance of 77½ miles, to a capacity for boats of 150 tons burden, in lieu of boats of 100 tons as at present. And on the basis of this enlargement negotiations are progressing, having in view increased facilities and accommodations to the Broad Top coal trade, which languished last year only because of inadequate transportation between Huntingdon and tidewater. The Broad Top region contains twenty-seven producing collieries, and could double its tonnage and its profits, if there were a canal line from Huntingdon capable of bearing to tidewater boats of 150 tons capacity. And with the Union Canal and also that portion of the Juniata Canal between Millerstown and Huntingdon enlarged, sanguine expectations are cherished of most satisfactory results.

On the part of the Philadelphia and Reading Railroad Company, their purchase gives them a route in a water gate through the Blue Mountain for the Pine Grove and Lebanon Railroad, whereby a coal route will be opened from the Pine Grove region to Lebanon, with extensions and connections to Lancaster City, Columbia and elsewhere.

Pockets will be built at the pool at Jonestown for the transfer of Pine Grove coal from cars to boats; so that the Pine Grove and Lebanon Railroad will be a feeder to the Union Canal, as well as a distributor to other points in the teeming towns and townships between the Schuylkill and the Susquehanna Rivers.—U. S. R. R. & Mining Register.

Eastern Shore Railroad.

The following bill, which is intended to secure the completion of the Eastern Shore Railroad, has passed both branches of the Maryland Legislature, and is now law:

Be it enacted by the General Assembly of Maryland, That the lien held by the State of Maryland on the property of the Eastern Shore Railroad Company, to secure the payment of six per centum interest out of the profits of the work on the shares of the capital stock of the said company held by the State, shall not be construed to give a preference to the said State over the bondholders of the said company, and the said lien is hereby expressly waived, postponed and deferred in favor of the holders of bonds of the said company, which may be issued for the construction and equipment of the said railroad to an amount not exceeding, in the whole, five hundred thousand dollars.

Sec. 2. And be it enacted, That the said company has full power to issue its bonds or other securities on the pledge of its property, estate and franchises, bearing interest at a rate not exceeding six per centum per annum, redeemable at any time within twenty years, and not exceeding in amount the sum of five hundred thousand dollars, in addition to its bonds already issued, and dispose of the same for the objects aforesaid; and no bonds of the said company, issued in good faith for the construction, completion or equip-

ment of the said railroad, shall be annulled or abated because the same may have been disposed of by the said company at less than its par value.

Sec. 3. And be it enacted, That in the election of directors on the part of the private stockholders, the stock of the State shall not be voted, nor shall the same be counted in ascertaining the presence of a quorum necessary for such election.

Sec. 4. And be it enacted, That this act shall take effect and operate from the day of its passage.

Connecticut River Railroad.

The earnings and expenses of this road for the years ending November 30, 1864 and 1865, have been as follows:

Earnings:	1864.	1865.
From passengers.....	\$253,106 43	\$264,805 54
" freight.....	206,486 02	254,266 98
" mails.....	6,140 40	6,094 99
" express.....	4,200 00	5,550 00
" rents.....	2,388 00	2,391 50
	\$472,320 85	\$533,108 96
Expenses, viz:		
Repairs of road.....	\$65,778 22	\$105,892 63
" bridges.....	10,286 23	3,945 34
" buildings.....	25,076 10	14,878 05
" tools, etc.....	1,827 00	1,984 22
" locomotives.....	15,053 34	16,644 99
" cars.....	38,050 43	41,226 38
Running trains.....	65,283 92	75,290 78
Station expenses.....	28,980 93	32,915 19
General expenses.....	7,220 87	8,036 73
Stationery, etc.....	3,117 97	3,450 93
Gratuities and damages.....	2,603 13	1,932 83
Removing snow.....	486 34	1,940 41
Water-works.....	2,345 71	3,574 11
Miscellaneous.....	4,763 65	5,045 30
	\$270,873 84	\$316,757 89
Net earnings.....	\$201,447 01	\$216,351 07
Surplus prev. year.....	102,185 99	148,881 52
	\$303,633 00	\$365,232 59

Against which are charged—		
Interest.....	\$10,817 69	\$10,318 46
Payment to sinking fund.....	8,000 00	8,000 00
Reserved fund.....	2,000 00	.....
Government tax.....	35,515 23	40,946 64
Dividend, Jan.....	49,209 28	66,993 68
" July.....	49,209 28	66,993 68
Balance—surplus.....	148,881 52	171,980 13
	\$303,633 00	\$365,232 59

Compared with 1864, the gross earnings of 1865 show an increase of \$80,788 11; with an increase in expenses of \$45,884 05—making the increase in net earnings, \$14,904 06. The ratio of operating expenses to gross income in 1865 was 59.4 per cent.; in 1864 it was 56 per cent.; and 1863, 50 cent.

The company have 12 locomotives.		
Miles run by engines:	1864.	1865.
With passenger trains.....	181,792	128,161
With freight and other trains.....	91,536	95,587

Totals.....	223,318	221,748
Number of pass. carried.....	1601,523	614,785
Do. carried one mile.....	7,600,172	8,059,866
Tons of freight carried.....	151,183	152,066
Do. carried one mile.....	4,095,011	4,103,795

The maintenance of the track has required 615 tons of new rails and the removal, repair and replacing of some 2,600 old bars. The number of new ties put into the track is reported as 21,623.

The Commissioners of the Sinking Fund report the present value of the fund at \$45,224 59, of which sum \$43,000 is invested in the company's bonds and the balance in government securities.

In pursuance of the action of the stockholders, at their last meeting, the directors have entered upon the construction of a second track between

Springfield and Chicopee, and the progress already made with the work is such as to warrant the expectation that it may be completed early the present season. In grading for the new track it has been found practicable to improve the line of the road in two places at a very small expenditure compared with the advantages to be gained.

BALANCE SHEET, NOV. 30, 1865.

Cost of road and equipment.....	\$1,813,930 33
Materials on hand.....	85,518 38
Suspense account.....	290 41
Ferry stock and real estate.....	8,145 32
Paymaster.....	46,780 26
Post Office Department.....	2,760 75
The United States.....	27 92
Woodland.....	869 00
Bills receivable.....	3,265 00
Balances due from individuals and corporations.....	14,085 09
Balance due from station agents.....	63,198 54
Investments.....	70,473 33
Cash.....	7,824 30
	\$2,117,218 63
Capital stock.....	\$1,591,100 00
Mortgage bonds due Sept. 1, 1878..	250,000 00
Bills payable, floating.....	1,800 00
Expense bills payable.....	57,975 73
Unclaimed dividends.....	198 16
Reserved fund.....	2,183 21
National tax.....	2,071 56
Balances due to individuals and corporations.....	39,909 84
Profit and loss.....	171,980 13
	\$2,117,218 63

The office of the company is at Springfield, Mass. The officers and directors are:

President.—DANIEL L. HARRIS.

Directors.—Ignatius Sargent, I. M. Spelman, Edward A. Dana, Chester W. Chapin, John Chase, J. H. Buttler, Henry W. Clapp and Roland Mather.

Treasurer.—SETH HUNT.

Sup't and Engineer.—W. B. BRINSMADE.

Master Mechanic.—JOHN MULLIGAN.

Chesapeake Bay & Potomac Tidewater Canal Co.

The act incorporating this company recently passed by the Maryland Legislature, and to which we briefly alluded last week, recites that "a line of canal, river and bay communication now exists from New York to the city of Annapolis of sufficient capacity to pass boats of about three hundred tons burthen, and it only requires a link to be added of about twenty miles to connect the city of Washington by canal with New York." The capital of this company is fixed at \$3,000,000 in shares of \$100 each. It is the purpose of the corporators to cut a canal from a point on the Severn river to the Potomac, or to any branch or tributary thereof. The canal is to commence at Round Bay, a point some twelve miles above Annapolis, on the Severn river, and will run a distance of twenty miles over an almost perfectly level country, to the headwaters of the eastern branch of the Potomac at Bladensburg. It is designed for the accommodation of the Cumberland coal trade, reaching the District of Columbia by the Chesapeake and Ohio canal, which may thence be brought, without transshipment, across to Annapolis.

The opening of the Whitewater Valley Railroad to Brookville, Ind., was celebrated at that place on the 8th inst., by a banquet, at which the managers of the railroad and other guests were finely entertained by the citizens.

Fitchburg Railroad.

The income and expenses of this road for the fiscal years ending November 30, 1862, 1863, 1864 and 1865 were as follows:

Income:	1862.	* 1863.	1864.	1865.
From passengers	\$227,746 25	\$270,778 10	\$339,087 73	\$393,828 04
" freight	331,608 64	427,449 26	489,609 46	556,993 66
" mails	10,000 00	10,000 00	10,000 00	10,000 00
" rents	3,636 25	3,429 28	4,001 94	4,801 15
" interest	7,588 80	10,507 58	14,540 46	14,010 03
" express		10,098 09	11,112 29	14,061 02
Total income	\$580,579 94	\$732,262 31	\$868,351 88	\$993,693 90
Expenses:				
Repairs of road	\$89,675 79	\$114,479 07	\$109,648 45	\$132,734 09
" locomotives	25,699 90	26,567 74	41,350 06	66,926 48
" buildings, etc.	14,154 00	23,161 50	63,433 24	35,269 78
" bridges	6,357 56	16,320 64	10,423 88	20,069 13
" cars	21,054 63	22,359 90	31,992 76	47,243 31
Fuel	40,825 46	64,157 32	71,508 37	105,078 33
Freight expenses	52,304 85	61,783 77	77,318 71	82,734 00
Passenger "	26,771 74	31,651 69	35,843 61	43,454 37
Switchmen, watchmen, etc.	10,229 85	10,913 24	12,890 35	14,816 64
Oil and waste	5,926 06	10,255 22	13,963 52	15,965 22
Removing snow and ice	6,535 84	1,471 66	643 30	2,578 40
Taxes and insurance	7,803 51	12,592 08	66,511 91	88,439 74
Gratuities and damages	10,614 26	2,595 65	13,024 75	13,400 84
Salaries, office and law expenses	8,480 26	10,909 52	10,453 12	10,998 75
Total expenses	\$326,433 71	\$404,219 10	\$559,010 53	\$679,439 08
Net earnings	\$254,146 23	\$328,043 21	\$309,341 35	\$314,254 82
Number of passengers carried	1862.	1863.	1864.	1865.
Do. carried one mile		875,701	1,100,271	1,427,957
Number of tons of merchandise carried		419,314	466,530	486,015
Do. carried one mile			13,943,402	13,613,688
Number of miles run by locomotives		389,738	484,622	457,264

At the close of the fiscal year 1862, the company had on hand, \$250,562 66, less \$65,795 59 held for future disbursements, and \$109,484 54 appropriated for January dividend—leaving a balance to commence the year with of \$75,282 53.

At the close of 1863, the funds on hand amounted to \$327,115 64, of which \$42,926 75 was for future disbursement, and \$145,979 38 for January dividend, leaving thereafter a surplus of 138,209 51; besides \$7,391 42 in real estate, and \$68,000 in fuel, iron, lumber, etc.

On the 30th of November, 1864, the cash and funds equivalent thereto, amounted to \$355,957 74; leaving, after the payment of the January dividend and other indebtedness, a real surplus of \$150,732 76, besides property and material valued at \$89,108 34.

The assets and liabilities of the corporation on the 30th of November, 1865, were as follows:	
Notes receivable	\$226,933 16
Cash and cash funds	93,359 95
Freight uncollected	9,191 22
U. S., for mail service	1,784 95
Total	\$331,269 29
Balance due connecting roads	\$2,018 95
Unclaimed dividends	4,488 00
Surplus, Nov. 30, 1865	324,762 34
Total	\$331,269 29

—leaving after the payment of the January dividend and the U. S. tax thereon, \$175,709 71 in cash, or funds equivalent thereto. In addition to this, the corporation owns real estate valued at \$7,071 50, also fuel, iron, lumber and other materials necessary for working and repairs, which, at a low valuation, are worth \$107,920 60. This property, amounting to \$114,992 10, has all been paid for, but is not included in the assets enumerated above. It may also be stated that this corporation is absolutely free from debt.

TRIAL BALANCE, NOVEMBER 30TH.

	1862.	1863.	1864.	1865.
Construction	\$3,540,000 00	\$3,540,000 00	\$3,540,000 00	\$3,540,000 00
Cash and cash funds	92,546 71	126,299 44	98,277 01	93,359 96
Notes receivable	151,290 45	183,183 16	238,754 17	226,933 16
Locomotives loaned Trustees of R. & B. R. R. Co.	8,600 00			
Fuel	13,024 00	28,208 00	8,940 00	40,039 00
Stock of materials	9,535 77	12,831 08	35,478 34	32,581 60
Real estate	7,618 42	7,391 42	7,100 00	7,071 50
United States mails	1,666 67	1,666 67	1,632 62	1,784 95
Receipts from freight	5,058 83	15,966 87	17,293 94	9,191 22
Total	\$3,829,340 85	\$3,915,546 14	\$3,947,476 08	\$3,950,961 39
Capital stock	\$3,540,000 00	\$3,540,000 00	\$3,540,000 00	\$3,540,000 00
Profit and loss	223,545 26	332,619 39	351,303 73	404,454 44
Locomotives and cars	60,651 14	37,926 87	48,739 73	
Unclaimed dividends	4,239 00	3,453 00	5,055 00	4,488 00
Receipts from passengers	1,405 45	1,546 88	2,377 62	2,018 95
Total	\$3,829,340 85	\$3,915,546 14	\$3,947,476 08	\$3,950,961 39

The equipment of the road consists of 27 locomotives, 26 passenger, 10 baggage, 319 eight-wheeled, and 298 four-wheeled merchandize cars and 87 gravel cars.

President.—WILLIAM B. STEARNS.

Directors.—William B. Stearns, Alvah Crocker, W. E. Faulkner, P. Brigham and W. A. Brigham.

Treasurer.—M. D. BENSON.

General Superintendent.—C. L. HEYWOOD.

De'aware and Raritan Canal and Camden and Amboy R. R. Co's.

The following statement of the condition of these companies January 1, 1866, is taken from their report filed in the office of the Comptroller of the Treasury of New Jersey, in pursuance of law:

Capital stock—Canal	\$2,298,400
Railroad	4,543,800
Joint stock	\$6,842,200
Funded debt	\$10,169,472
Other indebtedness	175,000
Total stock and debt	\$17,186,672

Receipts on canal and railroad, 1865 ..	\$6,274,657
Expenditures for same period	4,572,303

Net current

Net current

To the above capital of the joint companies \$6,842,200, is to be added the 10 per cent. dividend, payable in stock—making the total capital from and after the 15th instant, \$7,368,220. The net revenues of the companies are given at \$1,702,354, from which, if the sum of \$620,688 is deducted for interest, at 6 per cent., on \$10,344,472 of debt, there is left a balance of profits to the stockholders of \$1,081,666, or rather more than 15 per cent. The reason of the stock dividend just made, in lieu of the usual cash dividend, is not that the company's receipts did not warrant it, but because a large amount of those receipts have been expended by the company in the construction of new road. An additional track has been laid on the Philadelphia and Trenton section, making it a double track, and several miles of new road have been made on the Jersey side of the river, beyond Trenton, by which the passenger trains are removed from the old and somewhat dangerous position on the banks of the canal. Altogether the company have now in number of miles, equal to a double track between Philadelphia and New York.

Saratoga & Hudson River R. R.

This road is 40 miles in length, commencing on the New York Central Railroad, three miles east of Schenectady and terminating at Athens on the Hudson river 30 miles below Albany. In May next, or upon the opening of the Hudson river to that point, the Saratoga and Hudson River railroad, on which the track is now laid, and the ballasting in progress, will be opened for business.

An act has passed the Maryland Legislature authorizing the commissioners of Somerset county to subscribe \$50,000 to the capital stock of the Eastern Shore Railroad Co., and another law waiving the State's lien on said road in favor of the holders of the bonds of the company, and allowing them to issue additional bonds to the amount of \$500,000. The intention is to extend the road during the coming summer, to the Little Annamessox river.

Pacific Railroad Convention.

On the invitation of the Secretary of the Interior, given early in September last, a convention of the Commissioners and Directors of the different branches of the Pacific Railroad was held at Washington on the 1st of February inst. The following gentlemen were present:

GOVERNMENT COMMISSIONERS.

Lieutenant Colonel J. H. Simpson, Corps Engineers, United States army, Commissioner on Union Pacific Railroad and Union Pacific Railway, eastern division.

Major General S. R. Curtis, of Iowa, Commissioner on Union Pacific Railroad and Union Pacific Railway, eastern division.

Hon. William M. White, of Connecticut, Commissioner on Union Pacific Railroad.

Hon. P. H. Sibley, of California, Commissioner on Central Pacific Railroad.

Hon. William P. Smith, of Maryland, Commissioner on the Union Pacific Railway, eastern division.

GOVERNMENT DIRECTORS OF UNION PACIFIC RAILROAD.

Hon. George Ashmun, of Massachusetts.

Hon. Jesse L. Williams, of Indiana.

Hon. Springer Harbaugh, of Pennsylvania.

Hon. Timothy J. Carter, of Illinois.

Hon. Charles T. Sherman, of Ohio.

REPRESENTATIVES OF RAILROAD, PRESENT BY INVITATION.

C. P. Huntington, Esq., Vice President Central Pacific Railroad.

Hon. S. C. Pomeroy, President Atchison Branch Pacific Railroad.

Hon. Wm. B. Allison, Vice President Sioux City and Pacific Railroad.

Hon. Oakes Ames, Sioux City and Pacific Railroad.

R. M. Shoemaker, Chief Engineer Union Pacific Railway, eastern division.

Hon. J. P. Usher, Attorney Union Pacific Railway, eastern division.

George W. McCook, Esq., Attorney Union Pacific Railway, eastern division.

Hugh L. Jewett, Director Union Pacific Railway, eastern division.

After a full discussion of the objects of the meeting, the necessity of a standard gauge and a good road, to build which and its branches not less than six companies are chartered, the following reports from the business committee, and that on legislation were unanimously adopted:

The various locations through which the Pacific Railroad and its branches are destined to run occupy such a variety of country as to render a specific style of work suited to all localities extremely difficult. The topographical features of the surface, the great variety of soils and lower strata of the earth, the singular variety of climate as to cold and heat, wet and dry, all have to be considered in determining details of location, material, and form of the work. It was, probably, because of these difficulties the laws of Congress authorizing the construction give only general or very meagre specifications as to the details of the Pacific Railroad.

But your committee, after availing themselves of the views expressed by the several engineers to which they have referred, and in contemplation of the reasonable construction of the law of Congress, recommend to the board the adoption

of the following general rules as those which should govern all parties engaged in directing, constructing, or accepting the work:

1st. Every step taken in the work, and especially in the location of lines and grades, should be adapted to ultimate perfection, whatever may be immediate interests or necessities, so as to secure to the nation a grand and complete structure, every way worthy of our country and honorable to the distinguished men who involve their capital and energies in so vast an enterprise.

LOCATION.

Great care should be observed in the determination of the general and detailed location of the main line and branches, so as to secure the shortest lines consistent with economical grades to the most desirable passes of the mountain ranges. The law names but few points; still it is clearly the interest of the Government and not prejudicial to the companies to determine such points as a great general line should have, so as to unite, as far as possible, all the great ultimate purposes of a central and convenient channel for the commerce of nations that is likely to traverse the road.

With this general view of the work, careful and extended surveys should be made and well considered.

GRADES AND CURVES.

While the law makes the grades and curves adopted on the Baltimore and Ohio Railroad a standard, this is only to be considered as a limit to be adopted in mountain districts. To introduce grades of 116 feet per mile, or curves as sharp as 400 feet radius, on other parts of the road, would manifestly violate the spirit and intent of the law. Grades and curves should be settled upon principles of true economy and adaptation, based upon careful scientific and practical investigations, having due regard both to cost of construction and future working of the road.

It is safe to say, in advance, that on the Platte and Kansas Valleys, and on similar smooth valleys or level plains, no grade should exceed thirty feet elevation per mile.

EMBANKMENTS AND EXCAVATIONS.

In all parts of the main line of road or branches, embankments should not be less than 14 feet wide at the grade line. Excavations, if the cuts are lengthy, should be 26 feet wide, and in shorter cuts at least 24 feet; thus leaving in all cases room for continuous side ditches of ample depth and width, so as to secure that most essential requisite, a well-drained road bed. Rock excavations should be not less than 16 feet wide, and all tunnels should be excavated for a double track. Slopes of earth embankments should be one and a half base to one rise, depending upon the material, or if steeper, then to have increased width at grade, so as to remove the same quantity of earth contained within the slopes.

MECHANICAL STRUCTURES.

Culverts and abutments for bridges and drains should be of stone, whenever a durable article can be obtained within a reasonable distance—say from five to eight miles, depending upon circumstances. Provided that temporary trestles may be adopted upon assurances, to the satisfaction of the commissioners, that stone abutments will be substituted immediately after the line shall

be opened, so that stone can be transported thereon. But if good stone be too remote, then hard burned brick or wooden trestle work may be adopted. The wood to be of the most durable character the country will afford; and the wood or brick to be replaced by stone when that material can be conveyed conveniently by rail. Bridges of stone or iron or wood, (such as the Howe truss, or other equally good structure,) should be used at the discretion of the company.

BALLASTING.

A railroad cannot be considered complete until it is well ballasted. If composed of gravel or broken stone it should be from 12 to 24 inches thick, depending on the lower material. In view of the settling of new embankments, which requires time and rains before ballasting can be properly placed, and also in view of the number of miles required by the law to be constructed annually, the perfect finish of the roadbed in this respect must be progressive and the work of time. Yet it is the opinion of the board that such work of perfecting the ballast must proceed as usual on first-class railroads; otherwise subsequent sections should not be accepted, because the whole work is not then being carried forward as a great Pacific railroad, such as the law contemplates.

CROSS-TIES.

Oak or other suitable timber should be used, where it can be obtained with reasonable transportation. When such timber cannot be had for all the ties at reasonable cost, then the best the country affords may be adopted; but if it be cottonwood, or similar soft material, it must be Burnettized or kyanized thoroughly so as to increase its durability. But in all cases the joint tie should be of oak, or other suitable timber, the better to hold the spikes at these points. There should be at least 2,400 ties to the mile. They should be eight feet long, six inches thick, and if hewn, six inches on the face. If sawed, they should not be less than eight inches wide and not less than 2,400 per mile, or such number as will have the same bearing surface, provided that if any sawed ties have been already delivered or contracted for only seven inches wide, they may be laid down.

RAILS.

These are to be of American iron, as required by law, of the best quality, and should weigh sixty pounds to the yard. But in consideration of the great cost of transportation from the present location of rolling mills to the remote sections of this road, iron may be adopted which weighs only fifty-six pounds to the yard. In mountain districts, however, where heavier engines will be used, not less than sixty pound rails should be adopted; provided that if any of the companies have on hand or in transitu, or contracted for, any rails of different weight from that herein specified, and not under fifty pounds per yard, such rails may be used. The rails should be attached to each tie by spikes driven on both sides of the rail. As the nearest approximation to a continuous rail, the so-called Fish joint is preferred and recommended, but if found that it will retard the progress of the work, the common American wrought-iron chair may be used.

SIDINGS.

The length of side tracks should be at least six per cent. of the line completed, to be increased as the number of passing trains shall demand. Side

tracks should be laid eight feet apart in the clear between the rails. Wherever cattle-guards and road crossings are necessary, they should be made.

ROLLING STOCK.

Locomotive engines and cars must be provided in liberal proportions to the traffic and the convenient construction, to be increased from time to time as the completion of additional sections and the increase of business seem to require.

BUILDINGS.

Engine houses repair shops, and station buildings should be adapted to the wants of the service.

At the opening of business, the extent and capacity of buildings may be only such as to provide liberally for the existing rolling stock and the business of the road, and such probable early increase as may seem likely; yet the plans in all cases, both as to the buildings and grounds, should be arranged for prospective enlargements and extensions, equal to any future business of the road; the buildings at first erected forming appropriate parts of a complete and systematic whole.

Engine houses and repair shops at the principal stations must in all cases be of stone or brick, with good stone foundations. The covering should be slate and metallic, to guard as far as possible against fire.

Water stations should be erected at convenient distances to suit the wants of the trains.

Extensive and convenient locations of ground should be procured to accommodate a future large business, and the proper titles should be carefully secured. All this is the more desirable, as lands are now easily obtained at moderate prices.

In these specifications it is believed that nothing is required which may not be regarded as essential to a commodious and complete railroad. Nothing is proposed to retard the progress of the companies. The importance and public desire for accelerated movements have been fully appreciated, and the board earnestly desires to favor and foster the energy and fidelity which now seems to animate those engaged in the construction. But while guarding against delay on one hand, the public interests require, on the other, a substantial and complete work, and the highest perfection of track reasonably attainable on a new road is expected and projected as the standard to which the workmen are to arrive. The argument in favor of speedy construction must be subordinate to the substantial objects of the road, and the Government must be certain to have a work that will convey her mails, troops, and munitions of war, and commerce of the country with entire certainty, celerity, and convenience. It is the aim of this board to secure all these objects, and it is also our belief that they are not incompatible, it being only necessary on the part of the Government to insist upon the reasonable requirements embodied in this report to hasten the completion of the great work, and at the same time adapt it to the high public interest which it is intended to subserve.

REPORT OF COMMITTEE ON LEGISLATION.

"The committee to whom was referred the subject of legislation on the matters under consideration by this board respectfully report:

"That the results arrived at cannot properly be enacted in the form of a statute, and we therefore do not deem it advisable for us to ask any legislation from Congress at the present time.

"We, however, deem it proper to suggest that it is possible legislation may be proposed hereafter, and, in that case, this committee should be charged with the duty of giving its attention to the proposed action."

The convention then called in a body on the Hon. Secretary of the Interior to pay their respects. After stating to him that their labors had been ended in a manner mutually satisfactory, and his expressing gratification at the result, the convention adjourned *sine die*.

A Coal Route by Rail from Carbondale to Albany.

At the beginning of the present year, 82 miles of the Albany and Susquehanna Railroad were in use from Albany to Oneonta, leaving 58 miles, on the heavy sections of which work is progressing, yet to be completed, to put in operation the line to Binghamton; making the whole distance from Albany to Binghamton 140 miles.

In 1856, John C. Trautwine, Civil Engineer, of Philadelphia, surveyed a route from Hyde Park, opposite Scranton, on the Lackawanna, to Lanesboro on the Susquehanna river, a distance of 54 miles. From Lanesboro a road was projected to the Albany and Susquehanna Railroad at Nineveh, 28 miles from Lanesboro and 118½ miles from Albany.

The intent was to open from the Lackawanna coal field a continuous line of railroad northeast across New York to Albany. And this plan, changed and modified to fit it to existing circumstances, will, we understand, be carried out through the co-operation of the Delaware and Hudson Canal Co. with the Albany and Susquehanna Railroad Co. whereby a coal route will be opened from the Lackawanna at Carbondale to the Hudson at Albany. The route is through a populous section of New York, which will soon be intersected with roads that will derive their coal tonnage from Carbondale and its vicinity.

The three New York companies in the Northern Anthracite Coal Field are now all parties in rail outlets to tidewater: The Delaware, Lackawanna and Western Railway Co. has rail outlet east to the bay of New York and north into western New York. The Pennsylvania Coal Co., over the Erie road, has outlet to Jersey City and Newburgh. The Delaware and Hudson Canal Co. will have outlet to Albany over the Albany and Binghamton Railroad.

The three New York companies, in fact, are arranging with a view to facilities for competition in western and northern New York as well as in the tidewater market.

The distance from Carbondale to Lanesboro is 38 miles. The distance from Lanesboro to Oneonta we do not know. But the fact that the Delaware and Hudson Canal Co.—an opulent and powerful corporation—is in combination with the Albany and Susquehanna Railroad Co. is surety that the link needed between Carbondale and Oneonta will be built.—*U. S. R.R. and Mining Register*.

Railroad from Peoria to Rock Island.

Some years ago a charter was obtained for a railroad from Rock Island to Peoria. Under this charter the work was commenced on the Rock Island end of the route. In course of time the road was put into operation a few miles to a place called Coalville, and then passed out of the hands of the company. Since then it has been used for the purpose of transporting coal to Rock Island. The owner of this road thinks if the charter of the road is revived and the road built through, no difficulty will stand in the way of an arrangement whereby the part finished can become a portion of the whole. Whether the plan of building the road be carried into effect at this time or not, the fact is still plain that in time we shall have a road

from here to Rock Island, and this much be done in order to give an outlet and market to a large extent of rich country that is not accommodated by the roads now running from the Mississippi River to Chicago.—*Peoria Transcript*.

Ohio and Lake Superior Railroad Co.

This is a new corporation organized under the laws of Michigan. The road is to be built from Toledo to Saginaw, and thence on an air line to Mackinaw, passing the straits by bridge or tunnel, if practicable (?) thence westward through the Peninsula and Wisconsin, and connecting with the Northern Pacific Railroad at or near the head of Lake Superior. Branches will be built to Marquette and Ontonagon, if the main trunk does not take in those points; another branch will run from the Straits to Sault Ste. Marie, and still another, from Saginaw to Detroit, making that city the eastern terminus, while the Southern traffic will pass on to Toledo. The total length will be 700 miles.

The main object is to secure the traffic of the Northern Pacific Railroad and the Lake Superior region. It is intended to be a distinct and entire project, unconnected with any other road proposed or existing, unless it should be consolidated with the Northern Pacific.—*Western Railroad Gazette*.

Susquehanna and Tide Water Canal Co's.

A bill has passed both branches of the Maryland Legislature authorizing the Governor, Comptroller and Treasurer to relinquish the arrearages of interest and exchange due from the Susquehanna and Tidewater Canal Companies on the 1st of January, 1865, and to settle with said companies upon the terms of the law passed at the last session of the Legislature, except as to said arrearages; provided, that in case of any default in the payment of the interest on the renewed bonds in accordance with the act of Assembly of the last session, the arrearages shall be revived, and again become due and payable as fully and completely as if this act had never been passed. Hereafter on all merchandise passing to or from Columbia through the outlet lock at Bell's Ferry, and loaded in or to be discharged at Port Deposit, the tolls shall be one-twelfth less than the tolls charged on articles of the same class from Columbia to Havre de Grace, and at all future elections for managers, six of the number shall be residents of and chosen from Maryland, and the principal office of the companies shall be continued in the city of Baltimore as heretofore. The companies are also required, on the completion of the enlargement of the canals with which they are in connection, to make their canal of corresponding depth.

☞ The New Orleans and Opelousas Railroad, which extends from Algiers (opposite New Orleans) to Brashear City, a distance of eighty miles, will be turned over to the company in a few days. The government has had charge of the road from its seizure to the present time, as a pecuniary difficulty had arisen with the directors regarding the terms of the transfer. The affair has been settled.

☞ The Alexandria Gazette says: "We understand that \$750,000 is the estimated cost of the Manassas Gap and Winchester and Potomac Railroad connection, and that this sum is to be subscribed by the Baltimore and Ohio Railroad Co. Of this amount, \$400,000 will complete the proposed connection, leaving \$350,000 to be expended in rebuilding and refurnishing the Manassas Gap Railroad."

☞ The Kentucky Legislature have passed a bill authorizing the Louisville and Lexington Railroad Company to build a branch road from Smithfield to Covington.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:					COPPER:					IRON:					GOLD, SILVER, AND QUICKSILVER:				
Acton.....Ca.	200,000	5	10c		Jefferson.....L. S.	20,000				Copake.....N. Y.	50,000	50			Etna (G.).....Col.	50,000	10		
Acton Vale.....Ca.	50,000	5	5c		Keweenaw....."	20,000			4	East River....."	6,000	50			Acadia (G.).....N. S.	100,000	3		
Adventure.....L. S.	20,000				Kickapoo....."	20,000			1	George's Ck & I.Md.	10,000	100		118	Albion (G.)....."	100,000	3		
Albany and Boston....."	20,000				King Phillip....."	20,000			2	Harewood....."	20,000	5			Alpine (G.).....Col.	150,000	10		
Algonah....."	20,000				Knowlton....."	20,000			1	Kahtadin.....Me.	3,000	100			Alps (G.)....."	100,000	5		
Alliance.....Ca.	200,000	2 1/2	25c		Lafayette.....Ca.	200,000	1		1 1/2	Lake Superior.....L. S.	20,000	25			American....."	200,000	2		
Allouez.....L. S.	20,000				Lake....."	200,000	1		14c	Massachusetts....."	25,000	1			Am. & Mex. (S.).....N. M.				
American.....Ca.	200,000	2 1/2	1		Lawrence.....L. S.	20,000				Mount Pleasant.....Pa.	10,000	50			Am. Pioneer.....A. T.				
Amygdaloid.....L. S.	20,000				Lennoxville.....Ca.	100,000	5		50c	Tyrol Lake.....L. S.	20,000	10			Arizona (Silver)....."				
Annapolis.....Md.	50,000	10			Logan....."	100,000	3		2 1/2						Atlantic (G.).....N. S.	100,000	2		
Arizona.....Ariz. T.	10,000	100			Lyster....."	200,000	2								At. & Pac. (G. & S.).....Nev.	50,000	10		
Ascot.....L. S.	20,000				Madison.....L. S.	20,000			1	LEAD AND ZINC:					Bay State (G.).....Col.	200,000	5		
Astor.....L. S.	20,000				Malden....."	20,000			1	Amenia.....N. Y.	100,000	5			Beacon (G.).....N. S.	200,000	2		
Atlas....."	20,000				Mandan....."	20,000			2 1/2	Bucks County.....Pa.	50,000	5			Benton (G.).....Col.	100,000	5		
Aztec....."	20,000				Manhattan....."	20,000			2 1/2	Canada.....Ca.	50,000	5			Black Hawk (G.)....."	50,000	100		
Balt. and N. O.....N. C.	20,000	5			Marquette....."	20,000			2 1/2	Clute....."					Boston (G.)....."	10,000	60		
Bare Hill.....L. S.	20,000				Maryland.....Md.	20,000	5		40c	Crystal Lake....."					Briggs (G.)....."	10,000	100		
Bay State.....L. S.	20,000				Mass.....L. S.	20,000				Gay's River....."	100,000	2			Bullion (G.)....."	200,000	25		
Beaver....."	20,000				Massachusetts....."	20,000				Hampton....."	100,000	5			Burroughs (G.)....."	100,000	10		
Bedford.....Ca.	125,000	5	1		Mendota....."	20,000				Keystone.....Pa.					Canadian (G.).....Ca.	200,000	2		
Black River....."	200,000	2 1/2			Merrimac....."	20,000				Lancaster....."	100,000	5			Central (G.).....Col.	50,000	20		
Bohemian.....L. S.	20,000				Meteor....."	20,000				Macomb.....N. Y.	100,000	5		45c	Chandlers (G.).....Ca.	100,000	5		
Bolton.....Ca.	20,000	5	7 1/2		Mesnard....."	20,000			5 1/2	Mineral Point....."	100,000	5			Chebucto.....N. S.	100,000	5		
Boston.....L. S.	20,000				Michigan....."	20,000				Mount Hope.....N. Y.	80,000	5		2 1/2	Colonial (G.).....Col.	100,000	2 1/2		
B. and Corinth.....Vt.	20,000	10			Middlesex....."	20,000				National....."	200,000	1			Colorado (G.).....Col.	50,000	10		
Brooklyn.....L. S.	100,000	5	2		Mineral Hill....."	20,000			40c	New Jersey.....N. J.	12,000	100		110	Consol. Gregg (G.).....Col.	50,000	100		
Brome.....Ca.	20,000				Minnesota.....L. S.	20,000			3 1/2	N. Y. & Boston.....N. Y.	100,000	5			Copalinshie (G.)....."	200,000	20		
Cabot.....L. S.	20,000				Missisquoi.....Ca.	150,000	2			Oswegatchie.....Ca.	100,000	5			Corysanne (G.)....."	100,000	10		
Caledonia....."	20,000				Montezuma.....N. Mex.	300,000	5			Placencia Bay.....N. F.	20,000	25			Corydon (G.)....."	100,000	25		
Cambridge.....Vt.	100,000	4	90c		Morrison.....L. S.	20,000			10 1/2	Ramsay....."	20,000	5			Day & Bushnell (G.).....C.	300,000	10		
Canada....."	20,000				Nashua....."	20,000				Rossie....."	100,000	5			Denver (G.).....Ca.	50,000	20	12 1/2	15
Carp Lake.....L. S.	20,000				National....."	20,000			5 1/2	Shawangunk.....N. Y.	100,000	5			Dorset (G.)....."	170,000	5		
Cascade....."	20,000				Native....."	20,000			50c	Shuxx.....N. J.					El Dorado (G.).....Nev.	100,000	5		
Central....."	20,000				Naumkeag....."	20,000			1	Union....."	100,000	5			Empire (S.)....."				
Champlain.....Ca.	200,000	1 1/2			Nelson.....Ca.	200,000	1		10c	Wallkill.....N. Y.					Eureka (G.).....Cal.				
Chatham....."	200,000	2			Nequaket.....L. S.	20,000			1	COAL & ANTHRACITE:					Excelsior (G.).....Col.	30,000	10		
Chaudiere....."	100,000	1			Nevada (Silver)....."	20,000			50c	Aashburton.....Pa.	37,500	25			Frankfort (G.)....."	100,000	2		
Chester....."	20,000				New England....."	20,000			2	Atlantic & G. O.....Md.	50,000	50		101c	Garrison's (G.).....Col.	100,000	5		
Cheticamp....."	20,000				Newton.....Ca.	200,000	1		8c	Baltimore....."					Gilbert River (G.).....Ca.	100,000	5		
Chippewa.....L. S.	100,000	5			New York.....L. S.	20,000				Bear Valley....."	40,000	12 1/2			Gilpin (G.).....Col.	100,000	5		
Cleveland.....Ca.	20,000				N. Y. & Passaic.....N. J.	100,000	5		4	Beaver Meadow.....Pa.	100,000	50			Gold....."	100,000	5		
Cliff.....L.	20,000				North Cliff.....L. S.	20,000				Belmont....."	10,000	50			Gold Field....."	50,000	10		
Clifton....."	20,000				North Silver Lake.....L. S.	20,000			3	Big Mountain.....Pa.					Gold Hill....."	50,000	10		
Collin....."	20,000				North State....."	20,000			10c	Boston & Pictou....."	100,000	5			Gould & Curry (G. & S.).....N.				
Columbian....."	20,000				North Sutton.....Ca.	100,000	5		32	Blackhall.....N. S.	8,000	25			Gunnell (G.).....Col.	300,000	10		
Columbia....."	20,000				North Western.....L. S.	20,000			7 1/2	Boston & Pictou....."	100,000	5			Halifax (G.).....N. S.	200,000	2		
Consolidated....."	20,000				Norwich....."	20,000				Bridgeport.....Pa.	30,000	10			Harmon (G. & S.).....Nev.	150,000	2		
Copper Falls....."	20,000				Ogima....."	20,000			5 1/2	Broad Mountain....."	30,000	10			Holman (G.).....Col.	150,000	2		
Copper Harbor....."	20,000				Ontonagon....."	20,000			2	Butler....."	20,000	25			Hope (G.)....."	80,000	25	10	
Copper Hill....."	20,000				Ottawa.....Ca.	200,000	1		23c	Cape Briton.....N. S.	200,000	2 1/2			Isabella (G.).....Col.				
Copperas Hill....."	20,000				Pacific.....L. S.	20,000				Carbondale.....Pa.					Isabella (G.).....Col.				
Cornwall.....Vt.	100,000	2			Pennsylvania....."	20,000	25		14 1/2	Central....."					Kennebec (G.).....Ca.	100,000	5		
Dacotah.....L. S.	20,000				Petherick....."	20,000			34c	Clinton....."					Kent (G.).....N. S.	200,000	1		
Dana....."	20,000				Pewabic....."	20,000			34c	Coal Brook....."	4,000	50			Lake (G.)....."				
Deep River.....N. C.	20,000				Phila. & Boston....."	20,000			15	Continental....."	10,000	50			Lake Major.....N. S.	12,000	50		
Delaware.....L. S.	20,000				Phoenix....."	20,000				Cumberland (pref.).....Md.	50,000	100			Libertad (G. & S.).....Mex.				
Derby....."	20,000				Pittsburg & Boston....."	20,000			9c	Daniel Webster....."	5,000	100			Manhattan (G.).....Col.	100,000	10		
Devon....."	20,000				Prince of Wales.....Ca.	200,000			3 1/2	East Mahanoy.....Pa.					Mariposa (G.).....Cal.	100,000	100		
Dorchester....."	20,000				Providence.....L. S.	20,000				Everhart....."	20,000	25			Massachusetts (G.).....Ca.	100,000	5		
Douglas.....Ca.	200,000				Quincy....."	20,000			54	Franklin.....Pa.	5,000	100			Mex. Pac. (G. & S.).....Mex.	100,000	100		
Dover.....L. S.	20,000				Raid Hill.....Ca.	200,000			10	Gilbertson....."	5,000	100			Montague (G.).....N. S.	50,000	10		
Dudley.....L. S.	20,000				Reliance.....L. S.	20,000			7 1/2	George's Creek.....Pa.	10,000				Montana (G.).....Col.	100,000	5		
Dunham.....Ca.	200,000	5			Richford....."	60,000				Grand Tunnel....."	4,000	100			Montezuma (G. & S.).....N.	100,000	5		
Durham....."	20,000				Ridge.....L. S.	20,000			5	Green Mountain.....Pa.					Mt. Alpine (G.).....Col.	250,000	5		
Eagle River.....L. S.	20,000				Rockland....."	20,000			3 1/2	Hampton & Balt.....Md.					Mt. Vista (G. & S.).....Nev.	50,000	10		
El Dorado (Silver)....."	25,000				Roscoe.....Ca.	200,000	1		50c	Hazleton.....Pa.	32,300	50			New England (G.).....Col.	50,000	5		
Essex.....Ca.	200,000	20			Rudisell....."	20,000				Henry Clay....."	3,000	100			New Gregory (G.)....."	50,000	10		

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

Fiscal year ending.	Completed: equi- val't in single trk.	In progress or projected	Equip- ment.			Companies.	Cost of Road and Equipment	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Horses.	Cars.					Bonded Debt.	Floating Debt.	Gross.	Nett.			
				2-horse.	1-horse.										
MASSACHUSETTS.															
30 Nov. '64	3.36					Boston and Chelsea	110,000	110,000			8,800	7,400			
30 Nov. '64	4.62		179	28		Broadway, Boston.	256,257	250,000			129,615	15,895			
30 Nov. '64	27.43					Cambridge	734,671	727,890	150,000		28,482	94			
30 Nov. '64		7.5				Dedham and West Roxbury		41,000							
30 Nov. '64	1.41					Dorchester and Roxbury	18,742	12,000			6,660	(Metro poll'n)			
30 Nov. '64	2.80		26	6		Lowell (Horse)	43,894	40,123			3,590	11,062			
30 Nov. '64	11.75		200	31		Lynn and Boston	254,611	200,000	50,000		18,165	129,927	12,197		
30 Nov. '64	3.41					Malden and Melrose	60,246	200,000	75,100		66,222	20,807			
30 Nov. '64	2.97					Medford and Charlestown	35,000	23,000	11,000		(Middl exes)			60	
30 Nov. '64	61.85		841	140		Metropolitan (Boston)	1,420,141	1,176,075			218,487	580,043	49,981		
30 Nov. '64	5.64		263	41		Middlesex (Boston)	488,945	400,000	31,000		104,617	170,235			
30 Nov. '64	5.69		75	9		Quincy	135,243	71,600	65,533		81,533	28,510	1,360		
30 Nov. '64	6.76		66	18		Salem & South Danvers	173,980	160,000			25,800	37,017			
30 Nov. '64	2.08					Somerville	50,000	50,000						5	
30 Nov. '64	2.69		10	2		Stoneham street (Boston)	35,300	32,900			7,454	(exes)			
30 Nov. '64	6.50					Suburban	95,500	6,000			(Middl exes)	1,261			
30 Nov. '64	6.00	0.74	70			Suffolk (Boston)	(Sold to Metro.		Aug. 1, '64.		34,198				
30 Nov. '64			411	63		Union (Transportation)	241,441	160,000	20,000	144,316	278,428				
30 Nov. '64	1.53					West Cambridge	13,000	13,600			(Leased)				
30 Nov. '64	2.23					Winnisimmet	62,154	60,000			936	21,389			
30 Nov. '64	11.60		59	8		Worcester	86,687	75,800			53,668	25,483			
CONNECTICUT.															
31 Jan. '64	3.0	3.0	45	7		Fairhaven and Westville	100,000	100,000							
31 Dec. '62	8.5		11	3		Hartford and Westfield	300,000	300,000							
New York.															
30 Sep. '64	10.76		32	28		Broadway (Brooklyn)	237,129	200,000	27,500	5,782	67,594	13,386		6	100
30 Sep. '64	14.33		75			Broadway & 7th Ave., N. Y.	3,293,245	2,100,000	120,000	76,000	95,561	18,965		100	6
30 Sep. '64	7.00	2.80	10	2		Brooklyn, Bath & Coney Isld	120,358	99,850	76,000	44,000	16,831	2,942		100	6
30 Sep. '64	24.00		48	22		Brooklyn Central & Jamaica	897,646	492,150	400,000	56,291	173,827	3,666		90	13
30 Sep. '64	56.18	1.90	140	29		Brooklyn City	1,330,717	1,000,000	170,000	15,000	694,333	71,142		8	
30 Sep. '64	11.75	0.40	28			Brooklyn City and Newtown	531,784	366,000	200,000	19,144	82,049	4,162			
30 Sep. '64	0.09	9.41				Brooklyn City & Ridgewood	161,137	140,500	20,000	4,637					
30 Sep. '64		18.00				Brooklyn City & Rockaway		12,000							
30 Sep. '64		25.00				Brooklyn, E. N. Y. & R'kwy	90,000	50,000	25,000	15,000					
30 Sep. '64						Buffalo Street									
30 Sep. '64		23.00				Canarsie, B'klyn & Windf'd	35,500	15,000	18,500						
30 Sep. '64						Central City (Syracuse).									
30 Sep. '64	19.00	3.00	99	12		Centrl Pk.N. & E. Riv. (N.Y.)	1,330,802	787,350	560,000		327,718	30,493		100	
30 Sep. '64	17.25		32			Coney Island and Brooklyn	603,889	500,000	113,000		100,438	9,148			
30 Sep. '64		6.00				East & North River (N. Y.).	650	650							
30 Sep. '64	18.50	1.00	101			Eighth Avenue (N. Y.).	1,168,162	1,000,000	43,000	5,000	452,701	4,208		12	100
30 Sep. '64	12.00	1.00	50			42d st. & Grand st., Forr.	951,570	660,000	261,600	33,282	178,086	22,293			
30 Sep. '64						Fourteenth Street (N. Y.).								8	
30 Sep. '64	4.52					Grand St. & Newtown (W'g)									
30 Sep. '64	10.00		17	2		Harlem Br. Moria's & Ford's									
30 Sep. '64						Main & Ohio St. (Buffalo)	158,749	72,000	85,000		34,660	897			
30 Sep. '64						Niagara Street (Buffalo)									
30 Sep. '64						Ninth Avenue (N. Y.).									
30 Sep. '64	11.00	7.00	34			N. Riv. & Wall st. Ferry (N.Y.)	451,154	798,366	67,000		90,108	loss.		100	
30 Sep. '64		11.00				Port Morris & Westchester.	1,200	1,200							
30 Sep. '64	7.50	3.40	20			Rochester City & Brighton	237,889	134,000	91,000	10,000	47,789				
30 Sep. '64	16.00					Second Avenue (N. Y.).	1,156,615	650,000	520,000	53,000	350,718	20,134			
30 Sep. '64	8.37		40	25		Sixth Avenue (N. Y.).	1,222,621	750,000			424,806	14,763	5	100	15
30 Sep. '64						Tenth Ave & 32d st. (N. Y.).									
30 Sep. '64	17.50		137	3		Third Avenue (N. Y.).	1,958,354	1,170,000	1,800,000	35,000	944,701	117,587	12	100	24
30 Sep. '64						Troy and Cohoes.	50,000				leased.				
30 Sep. '64	6.50	9.00	18			Utica City.	193,945	124,500	65,500	7,000	18,295	loss.			
30 Sep. '64	1.50		3			V. Brunt st. & Erie Bas. (Buff.)	62,000	50,000	12,000		10,856	2,380			
30 Sep. '64		12.00				Williamsburgh & Coney Isld	15,000	15,000							
New Jersey.															
Dec. '62	5.32		7			Hoboken and Hudson City	32,000	30,000		2,000					
Dec. '62	6.05	2.50	8			Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	10.47					Jersey City & Bergen Point									
31 Dec. '63	17.00	160	22			Orange and Newark	411,000	211,000	200,300		71,050	19,183		50	
31 Dec. '62	5.80		6			West Hoboken & Hoboken.	100,000	40,000	60,000						
PENNSYLVANIA															
31 Oct. '64	7.89		142	24		Chestnut & Walnut (Phila.)	235,421	100,000	135,000		128,761	50,439	40	10	
31 Oct. '64	8.13		135	17		Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,381	20,086		8	
31 Oct. '64	4.12		12	0		Delaware County	30,729	23,780	6,500	333	6,676	1,473			
31 Oct. '64	4.38		119	20		Fairmount & Arch st. (Phila.)	194,618	200,000		27,895	77,533	5,901		74	
31 Oct. '64	16.74		257	40		Frankford & Southw'k (Ph.)	769,261	490,530	200,000	18,500	251,897	81,029	5	50	
30 Nov. '64	24.23		233	39		Germantown	377,824	112,245	250,000		116,540	41,534			
31 Oct. '64	8.40		120	25		Girard College (Phila.)	81,612	160,000			102,861	24,708	124		
31 Oct. '64	8.73		236	33		Green & Coates st. (Phila.)	232,954	150,000	98,000		168,776	51,494	20		
31 Oct. '64	11.00		16	2		Heston, Mantua & Fairmount	100,000	60,000	40,000		59,473	3,929			
31 Oct. '64			108	16		Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,320			
31 Oct. '64	11.17					North Philadelphia.									
31 Oct. '64	12.00		60	12		(Oakland) Pittsburg & E. L.	29,500	29,500			37,905	1,491			
31 Oct. '64	10.57	0.52	80	10		Philadelphia and Darby	86,447	100,000	17,000		32,449	6,297	2		
31 Oct. '64	7.04		115	18		Pittsb. Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096			
31 Oct. '64	4.51		71	12		Pittsburg and Birmingham	65,355	48,000	22,600	5,388	58,006	15,984	4		
31 Oct. '64	6.16		129	22		Race and Vine (Fairmount)	306,000	180,000	125,000		95,338	1,418			
31 Oct. '64	5.20					Richmond & Schuylkill (Ph.)	130,000	100,000	30,000						
31 Oct. '64	7.78		58	10		Ridge Avenue & Manyunk	179,635	120,000	65,108		89,334	8,113			
31 Oct. '64	10.46		423	65		Second & Third st. (Phila.)	478,202	203,757	172,000		355,774	98,883	274	20	
31 Oct. '64	5.62		75	16		17th & 19th st. (Phila.)	114,368	120,000			41,269	9,418			
31 Oct. '64	8.38		115	17		4 Spruce & Pine (Phila. & Grasf.)	175,610	159,312	15,500		79,670	21,597	6		
31 Oct. '64	7.65	1.51	201	35		10th & 11th st. (Citizens.)	176,049	192,750			162,367	51,179	20	20	
31 Oct. '64	6.25		125	17		13th & 15th st. (Phila.)	102,000	100,000		2,000	116,912	24,831	25		
31 Oct. '64	9.31		316	53		West Philadelphia	337,379	249,100	100,000	10,000	220,672	16,233	74		
MARYLAND.															
31 Dec. '62	21.00		340	50		Baltimore City	700,000	670,000		31,549	239,059	21,058			
OHIO.															
31 Dec. '62	5.00					Cincinnati Street	161,913	150,000							
31 Dec. '62	5.00					City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	3.81					Passenger (Cinc.)	69,337	60,000							
31 Dec. '62	3.63					Pendleton & S. st. Mart' (Cin.)	70,000	60,000							

PASSENGER RAILROAD BONDS

DESCRIPTION.	Amount out- standing.	Rate.	INTEREST.		Principal payable.	Market Price.
			Pay- able.			
			Months.	Year.		p. c.
Broadway (Brooklyn):						
Real Estate Mortgage	27,500	7	J. & J.	Var.		
Broadway & 7th Avenue:						
1st Mortgage	200,000	7	J. & D.	1884		
Brooklyn, Bath & Coney Is'd						
1st Mortgage	76,000	7	J. & J.	1883		
Brooklyn Centr. & Jamaica:						
1st Mortgage	304,250	7	J. & D.	1870		
Brooklyn City:						
1st Mortgage	170,000	7	J. & J.	1872		
Brooklyn City & Newtown:						
1st Mortgage	200,000	7	J. & J.	1872		
Brooklyn City & Ridgewood:						
1st Mortgage	20,000	7	J. & J.	1884		
Cambridge:						
1st Mortgage	150,000	6	J. & J.	1881	59	
Central Park, East & North River:						
1st Mortgage	550,000	7	J. & J.	1874		
Citizens' (Pittsburg):						
1st Mortgage	57,900	7	J. & J.	1870		
Cliftondale:						
1st Mortgage	26,000	6	J. & J.	1871		
Coney Island and Brooklyn:						
1st Mortgage	113,000	7	J. & J.	1873		
Delaware County:						
1st Mortgage	6,500	7				
Dorchester:						
Real Estate Mortgage	5,000	6				
Forty-second street:						
1st Mortgage	127,150	7	J. & J.	1873		
Real Estate	134,500	7	J. & J.			
Frankford and Southwark:						
1st Mortgage	200,000	7	J. & J.	1869	107	
Germanatown:						
1st Mortgage	250,000	7	J. & J.	1869		
Green and Coates St.:						
1st Mortgage	98,000	7	J. & J.	1870	95	
Harlem Br., Morris & Ford'm						
1st Mortgage	83,000	7	J. & J.			
Hestonville, Mantua & Fair- mount:						
1st Mortgage	40,000	7	J. & J.	1869		
Hoboken and Weehawken:						
1st Mortgage	60,000	7	M. & S.	1872		
Lynn and Boston:						
1st Mortgage (road)	50,000	6	M. & S.	71-72	100	
Malden and Melrose:						
1st Mortgage guaranteed	73,100	6			1880	91
Medford and Charlestown:						
1st Mort. (Winter St. Br.)	11,000	6				
Middlesex:						
1st Mortgage	31,000					
Malden & Melrose bonds	61,782					
Real Estate	4,000					
Ninth Avenue:						
1st Mortgage	67,000	7				
North Philadelphia:						
1st Mortgage	100,000	7	J. & J.	1869		
Orange and Newark:						
1st Mortgage Broad street	100,000	7	J. & J.	1881		
" O. & Newark	100,000	7	J. & J.	1880		
2d Mortgage	100,000	7	J. & J.	1883		
Philadelphia City:						
1st Mortgage	135,000	6	J. & J.	1879	91	
Philadelphia and Darby:						
1st Mortgage	17,000	7	J. & J.	1870		
Philadelphia and Gray's Ferry:						
1st Mortgage	15,500	7	J. & J.	1869		
Pittsburg, Allegheny and Manchester:						
1st Mortgage	35,000	7	J. & J.	1871		
Pittsburg & Birmingham:						
1st Mortgage	22,600	7	J. & J.	1870		
Pittsburg & East Liberty:						
1st Mortgage	87,000	7	J. & J.	1871		
Quincy:						
Plain bonds	50,000		M. & S.	1868		
Richmond and Schuylkill:						
1st Mortgage	30,000	7	J. & J.	1870		
Rochester City & Brighton						
1st Mortgage	91,000	7	J. & J.			
Second Avenue:						
1st Mortgage	550,000	7	J. & D.	1867		
Second and Third Street:						
1st Mortgage	125,000	7	J. & J.	1868	99	
2d Mortgage	50,800	7	J. & J.	1869	100	
Sixth Avenue:						
1st Mortgage	15,000	7	J. & J.	1875		
Third Avenue:						
1st Mortgage	1,000,000	7	J. & J.	1870		
Real Estate bonds	180,000					
Union:						
Real Estate Mortgage	20,000	6	J. & D.	1868		
Utica City:						
1st Mortgage	66,500	7				
West Hoboken & Hoboken						
1st Mortgage	60,000	7	M. & N.	1873		
West Philadelphia:						
1st Mortgage	100,000	7	J. & J.	1860		

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, Jan. 31, 1898	Interest.			Market Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.			Market Price.
		Rate.	Periods.	When Due.				Rate.	Periods.	When Due.	
UNITED STATES LOANS.											
Loan of Jan. 23, 1847.....registered	\$9,415,250	6	Jan. & July.	1867	125	Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	107
Loan of March 31, 1848.....registered	8,908,342	6	"	1868	120	" " " " " " " " " " " "	600,000	5	"	'77-'78	96
" " " " " " " " " " " "	655,000	5	"	1865	121	" " " " " " " " " " " "	500,000	5	May & Nov.	1893	98
Texas Indemnity, of Sep. 9, 1850.....coupon	20,000,000	5	"	1874	95	" " " " " " " " " " " "	1,000,000	5	"	1883	98
Loan of June 14, 1853.....registered	7,022,000	5	"	1874	95	" " " " " " " " " " " "	168,000	5	"	1880	---
Loan of June 22, 1860.....registered	1,014,000	5	"	1871	97	Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	92
Oregon War Debt of March, 1861.....coupon	1,016,000	6	"	1871	96	" " " " " " " " " " " "	100,000	6	"	1879	---
Loan of Feb. 8, 1861.....registered	18,415,000	6	Yearly.	1881	101	" " " " " " " " " " " "	567,000	7	"	1886	100
Loan of July 17, & Aug. 5, 1861.....registered	294,232,250	6	Jan. & July.	1881	102	" " " " " " " " " " " "	2,000,000	6	"	'68-'83	1883
Loan of Feb. 25, 1862 (5-20s).....registered	614,780,500	6	"	1881	103	Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	102
Loan of Feb. 25, 1862 (5-20s).....coupon	50,690,300	6	"	1881	104	" " " " " " " " " " " "	100,000	7	"	1871	---
Bonds, Central Pacific R. R. Co.....coupon	2,382,000	6	"	1881	104	" " " " " " " " " " " "	2,275,000	7	"	"	1883
Bonds, Union Pacific R. R. Co. (E. D.).....coupon	992,000	6	"	1881	104	Mississippi—State bonds (banks).....coupon	2,009,000	6	"	'41-'71	1883
Loan of March 3, 1864 (10-40s).....registered	172,765,100	6	May & Nov.	1882	104	Missouri—Bank Stock Loan of 1857.....coupon	63,000	5	Jan. & July.	1863	---
Loan of March 3, 1864 (5-20s).....registered	100,000,000	6	"	1882	103	" " " " " " " " " " " "	199,000	6	"	1863	78
Treasury Notes of July 17, 1861.....coupon	233,500	6	May & Nov.	1886	103	" " " " " " " " " " " "	100,000	6	April & Oct.	1863	---
" " " " " " " " " " " "	300,000,000	6	Jan. & July.	1895	99	" " " " " " " " " " " "	40,000	6	Jan. & July.	1863	---
" " " " " " " " " " " "	300,000,000	6	Jan. & July.	1895	99	" " " " " " " " " " " "	200,000	6	"	1883	---
" " " " " " " " " " " "	250,000,000	6	Mar. & Sept.	1904	98	" " " " " " " " " " " "	7,000,000	6	"	'72-'88	78
Debt Certificates.....coupon	60,837,000	5	May & Nov.	1904	94	" " " " " " " " " " " "	4,500,000	6	"	'87-'89	---
One & Two Year Treasury Notes (legal tender)	8,635,900	6	"	1904	94	" " " " " " " " " " " "	3,000,000	6	"	'73-'87	77
Three Year's Compound Interest notes of '64	180,012,141	6	"	1884	102	" " " " " " " " " " " "	4,350,000	6	"	'72-'87	---
United States Notes (greenbacks).....coupon	423,902,223	6	At maturity.	1867	---	" " " " " " " " " " " "	3,501,000	6	"	'73-'89	---
Fractional currency.....coupon	26,553,244	6	"	1867	---	" " " " " " " " " " " "	650,000	6	"	'87-'89	---
STATE LOANS.											
Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877	---	" " " " " " " " " " " "	700,000	6	"	1889	---
Arkansas—State bonds (R. R. Bk).....coupon	899,000	6	No int' est	1868	---	" " " " " " " " " " " "	431,000	9	June & Dec.	'64-'66	---
" " " " " " " " " " " "	610,000	6	paid for	1868	---	New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	93
" " " " " " " " " " " "	38,000	6	many yrs	1868	---	" " " " " " " " " " " "	200,000	6	Jan. & July.	Var.	---
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	116	" " " " " " " " " " " "	531,520	6	"	'65-'71	---
" " " " " " " " " " " "	198,500	7	"	1880	---	" " " " " " " " " " " "	200,000	6	"	1871	---
" " " " " " " " " " " "	610,004	7	"	1872	92	" " " " " " " " " " " "	561,500	5	Jan. & July.	pleas.	pleas.
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	'71-'82	93	" " " " " " " " " " " "	348,107	5	"	pleas.	pleas.
Florida—State bonds.....coupon	143,000	6	"	1882	92	" " " " " " " " " " " "	900,000	5	"	1875	---
Georgia—State bonds.....coupon	72,000	5	Jan. & July.	1872	---	" " " " " " " " " " " "	442,961	5	May & Nov.	1868	100
" " " " " " " " " " " "	2,073,750	6	"	'63-'80	90	" " " " " " " " " " " "	1,189,781	6	Jan. & July.	pleas.	pleas.
" " " " " " " " " " " "	625,000	7	"	'62-'72	90	" " " " " " " " " " " "	1,300,000	6	"	'68-'78	100
Illinois—New Int. Impr. stock.....inscribed	1,970,987	6	Jan. & July.	1870	98	" " " " " " " " " " " "	700,000	7	"	1870	---
" " " " " " " " " " " "	1,822,085	6	"	1877	98	" " " " " " " " " " " "	28,698	5	"	d'm'd	d'm'd
" " " " " " " " " " " "	737,222	6	"	1860	86	" " " " " " " " " " " "	11,050	5	"	d'm'd	d'm'd
" " " " " " " " " " " "	2,187,000	6	"	'63-'80	96	" " " " " " " " " " " "	14,230	6	"	d'm'd	d'm'd
" " " " " " " " " " " "	2,000,000	6	"	1879	96	" " " " " " " " " " " "	421,000	6	Jan. & July.	'66-'67	1864
" " " " " " " " " " " "	1,778,428	6	"	1870	67	" " " " " " " " " " " "	287,700	4	J. A. J. & O.	1864	---
" " " " " " " " " " " "	1,989,397	6	"	1870	67	" " " " " " " " " " " "	68,000	5	Feb. & Aug.	1876	---
Indiana—State stock.....registered	5,325,500	5	Jan. & July.	1886	80	" " " " " " " " " " " "	28,000	5	J. A. J. & O.	1865	---
" " " " " " " " " " " "	2,068,173	5	"	1886	80	" " " " " " " " " " " "	320,000	5	Jan. & July.	1865	---
" " " " " " " " " " " "	391,000	5	"	1886	80	" " " " " " " " " " " "	100,000	6	"	1867	---
" " " " " " " " " " " "	1,371,780	5	May & Nov.	1881	92	" " " " " " " " " " " "	6,922,274	6	"	'63-'74	1864
" " " " " " " " " " " "	4,079,500	5	Jan. & July.	1884	84	" " " " " " " " " " " "	15,889,025	6	"	'64-'76	1864
" " " " " " " " " " " "	1,216,737	5	"	1884	84	" " " " " " " " " " " "	1,200,000	7	"	1864	---
" " " " " " " " " " " "	1,243,000	5	"	1884	84	" " " " " " " " " " " "	9,129,506	6	Various.	Var.	82
" " " " " " " " " " " "	479,545	5	"	1884	84	" " " " " " " " " " " "	1,258,279	5	Jan. & July.	1860	1860
Iowa—State stock.....coupon	200,000	7	Jan. & July.	1868	---	" " " " " " " " " " " "	1,015,000	5	"	1865	1865
" " " " " " " " " " " "	800,000	10	Annually.	d'm'd	---	" " " " " " " " " " " "	379,866	6	"	1868	1868
" " " " " " " " " " " "	122,295	7	Jan. & July.	1876	---	" " " " " " " " " " " "	2,183,532	6	"	1870	93
Kansas—State bonds (sinking fund).....coupon	146,000	5	Jan. & July.	1878	---	" " " " " " " " " " " "	1,600,000	6	"	1875	95
" " " " " " " " " " " "	54,000	5	"	1878	---	" " " " " " " " " " " "	4,095,309	6	"	1881	95
" " " " " " " " " " " "	55,000	5	"	1883	---	" " " " " " " " " " " "	2,400,000	6	"	1886	97
Kentucky—State bonds.....coupon	4,500,000	5	Jan. & July.	'66-'75	---	" " " " " " " " " " " "	125,680	6	"	1863	96
" " " " " " " " " " " "	600,000	5	"	'81-'91	---	" " " " " " " " " " " "	1,500	---	"	1866	---
" " " " " " " " " " " "	67,500	5	"	'93-'96	---	" " " " " " " " " " " "	279,313	6	"	1868	---
" " " " " " " " " " " "	2,000,000	5	"	1891	---	" " " " " " " " " " " "	2,920,403	6	Yearly.	---	---
" " " " " " " " " " " "	516,130	5	"	'91-'96	95	Oregon—State scrip	55,372	6	"	---	---
" " " " " " " " " " " "	3,902,000	5	"	1871	---	Pennsylvania—State Stock Loans.....coupon	131,200	4	April & Oct.	due.	due.
" " " " " " " " " " " "	5,398,533	5	"	'67-'99	51	" " " " " " " " " " " "	10,780,095	5	Jan. & July.	due.	86
" " " " " " " " " " " "	670,000	5	"	'67-'99	51	" " " " " " " " " " " "	3,888,070	5	Feb. & Aug.	due.	due.
Maine—State bonds.....coupon	1,000,000	6	Mar. & Sept.	'63-'77	95	" " " " " " " " " " " "	3,690,614	5	Mar. & Sept.	due.	due.
" " " " " " " " " " " "	816,000	5	Jan. & July.	'81-'83	95	" " " " " " " " " " " "	3,241,898	5	June & Dec.	due.	due.
Maryland—State bonds (st'g).....coupon	200,376	5	"	1865	---	" " " " " " " " " " " "	200,000	6	Feb. & Aug.	due.	due.
" " " " " " " " " " " "	5,585,555	5	"	1865	---	" " " " " " " " " " " "	1,177,390	4	Jan. & July.	1882	1882
" " " " " " " " " " " "	2,490,569	5	"	'89-'90	---	" " " " " " " " " " " "	675,029	5	Feb. & Aug.	1864	1864
" " " " " " " " " " " "	600,000	3	"	1890	---	" " " " " " " " " " " "	1,045,629	5	June & Dec.	1864	1864
" " " " " " " " " " " "	100,000	4	"	1888	---	" " " " " " " " " " " "	1,558,673	5	Jan. & July.	1865	1865
" " " " " " " " " " " "	767,580	5	"	'89-'90	---	" " " " " " " " " " " "	2,277,755	5	"	1868	1868
" " " " " " " " " " " "	399,408	5	"	1880	---	" " " " " " " " " " " "	1,766,214	5	"	1870	85
" " " " " " " " " " " "	148,711	5	"	'89-'90	---	" " " " " " " " " " " "	4,880,000	5	Feb. & Aug.	1877	85
" " " " " " " " " " " "	133,689	5	"	pleas.	---	" " " " " " " " " " " "	428,000	5	"	1878	1878
" " " " " " " " " " " "	3,000,000	6	"	1870	100	" " " " " " " " " " " "	400,000	5	April & Oct.	1879	1879
" " " " " " " " " " " "	35,000	6	"	1885	---	" " " " " " " " " " " "	650,000	5	Jan. & July.	1882	94
" " " " " " " " " " " "	603,333	6	"	'89-'90	102	" " " " " " " " " " " "	360,937	5	"	1882	1882
Massachusetts—State b'ds (Western R.R.).....stg.	3,995,555	6	April & Oct.	'63-'71	---	" " " " " " " " " " " "	97,360	5	Feb. & Aug.	1871	99
" " " " " " " " " " " "	508,380	6	"	'83-'90	---	" " " " " " " " " " " "	3,000,000	5	Mar. & Sept.	1882	92
" " " " " " " " " " " "	418,500	6	"	'90-'91	---	" " " " " " " " " " " "	2,000,000	5	"	'68-'90	1877
" " " " " " " " " " " "	300,000	5	"	1893	---	" " " " " " " " " " " "	1,310,000	5	"	1877	1877
" " " " " " " " " " " "	500,000	5	Jan. & July.	'65-'71	---	" " " " " " " " " " " "	48				

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864.....	207,298	226,041	226,733	197,267	214,679	314,521	392,098	406,076	446,044	396,847	381,810	357,556	3,709,970
1865.....	354,755	383,147	449,815	406,680	460,422	521,174	595,225	758,527	677,835	719,911	731,270	599,762	6,935,611
Chicago and Alton:													
1861.....	81,581	75,621	78,261	65,358	75,260	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862.....	73,169	93,591	110,965	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,965	1,225,001
1863.....	109,860	101,355	104,972	122,094	132,301	145,542	149,137	157,948	170,044	170,910	156,869	158,294	1,673,706
1864.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,551	320,879	307,803	252,015	2,770,484
1865.....	261,908	252,583	288,159	263,149	312,816	343,985	315,944	391,574	399,602	358,076	294,804	224,022	3,708,116
1866.....	210,171	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1861.....	83,080	65,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,763	1,261,060
1862.....	120,776	90,607	76,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,090	196,435	201,134	1,959,267
1864.....	158,735	175,482	243,160	185,013	198,679	243,178	234,990	307,874	375,860	324,865	336,617	321,037	3,096,470
1865.....	305,554	246,331	289,403	186,172	227,350	311,180	232,287	288,095	384,290	300,707	261,141	190,272	3,222,692
1866.....	287,555	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863.....	.....	317,839	390,355	421,363	466,830	505,145	480,710	519,306	689,605	729,759	716,378	668,400	2,811,544
1864.....	273,876	482,164	499,296	468,358	586,623	747,942	702,981	767,508	946,707	921,888	749,191	548,619	7,958,980
1865.....	641,900	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Great Eastern:													
1858.....	11,276	8,342	11,457	11,455	7,335	7,168	7,513	8,431	10,544	10,437	10,174	13,391	117,573
1859.....	8,932	9,224	10,759	8,965	7,629	7,696	6,871	10,432	10,443	11,384	9,601	10,303	112,299
1860.....	9,930	9,947	12,798	12,218	9,207	9,162	9,096	17,405	18,430	16,500	12,883	13,716	161,281
1861.....	13,316	11,065	18,670	12,188	10,703	15,520	16,110	20,055	20,895	26,762	26,334	25,461	211,077
1862.....	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,698	31,767	36,578	33,931	37,440	328,565
1863.....	33,829	33,804	33,485	40,641	37,588	38,058	30,208	50,198	51,495	61,787	51,386	60,895	528,364
1864.....	47,393	56,565	67,822	61,312	59,182	58,178	53,518	88,458	87,037	97,876	94,543	78,111	750,495
1865.....	77,875	77,242	83,450	75,514	76,674	91,937	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1861.....	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,188
1862.....	699,097	601,595	698,006	628,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,559	8,400,334
1863.....	846,695	839,949	966,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,821	10,469,481
1864.....	984,837	934,133	1,114,503	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,324,217	13,429,643
1865.....	908,241	886,039	1,240,626	1,472,120	1,339,279	1,225,528	1,152,803	1,264,126	1,346,456	1,406,387	1,451,217	1,503,993	15,295,916
1866.....	1,181,188	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1861.....	321,844	279,268	229,384	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,890,612
1862.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863.....	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,025
1864.....	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.....	546,051	522,555	602,276	491,297	454,604	590,061	581,996	661,548	706,740	621,849	624,968	.....	.....
1866.....	582,823	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1862.....	38,904	26,252	25,891	38,679	32,668	28,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863.....	53,778	60,540	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864.....	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	90,908	95,453	1,038,165
1865.....	98,112	86,628	93,503	82,186	73,842	110,186	108,652	112,156	120,051	117,604	114,512	104,697	1,222,017
1866.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1861.....	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862.....	63,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863.....	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,265
1864.....	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865.....	98,183	74,283	70,740	106,689	146,943	224,838	217,169	170,554	228,020	310,695	226,340	.....	.....
1866.....	121,778	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1861.....	140,925	116,933	153,170	186,951	170,362	161,391	126,568	178,773	235,690	276,181	231,265	189,077	2,189,077
1862.....	163,152	153,728	167,500	193,120	200,826	181,983	190,916	226,819	276,109	305,284	279,539	264,733	2,647,833
1863.....	248,784	280,508	557,227	288,613	264,935	241,236	189,145	238,012	308,106	375,567	332,200	348,048	3,362,641
1864.....	304,445	304,445	328,454	330,651	267,126	315,258	273,891	358,862	402,219	407,107	448,934	411,806	4,120,168
1865.....	363,996	366,361	413,322	366,245	358,194	402,122	309,083	424,206	484,173	621,636	498,421	356,912	4,859,671
1866.....	314,598	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1860.....	110,712	107,749	160,311	165,741	158,510	128,085	128,393	193,540	261,423	300,474	196,182	129,022	2,025,142
1861.....	142,334	119,764	151,971	172,014	149,550	133,620	123,377	144,982	286,544	307,333	242,089	200,134	2,124,214
1862.....	230,159	159,658	151,902	175,696	186,029	174,002	172,189	216,624	295,958	322,869	307,474	258,634	2,950,702
1863.....	212,073	245,858	276,432	238,405	226,453	206,221	193,323	215,449	308,168	375,488	339,704	306,186	3,168,086
1864.....	252,435	278,848	348,802	338,276	271,533	265,780	283,244	346,781	408,445	410,802	405,610	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	460,651	490,694	447,670	328,569	4,504,549
1866.....	282,438	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1864.....	51,965	46,474	64,998	83,203	131,648	128,970	99,662	86,482	164,710	221,438	198,135	129,227	1,402,106
1865.....	98,181	86,528	95,905	106,269	203,018	237,662	251,906	241,370	300,841	395,579	346,717	171,125	2,536,031
1866.....	132,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1859.....	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,390	6,303,703
1860.....	387,128	402,530	561,078	585,141	551,700	495,943	544,944	692,382	868,985	811,465	730,736	623,047	7,154,622
1861.....	489,065	420,793	627,051	686,688	677,073	658,743	628,138	662,076	696,175	927,036	962,900	872,965	7,996,783
1862.....	749,163	631,966	710,814	770,223	736,114	610,417	749,671	752,841	892,744	1,018,375	968,228	1,002,756	9,093,244
1863.....	920,272	790,167	867,590	911,397	839,126	841,168	815,512	840,450	1,079,551	1,041,822	1,045,401	1,157,818	11,069,863
1864.....	921,831	986,587	1,059,024	1,105,694	1,004,456	1,029,736	1,055,763	1,273,117	1,450				

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers, (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$200,000	7			1887		1st General Mor.	2,000,000	7	Jan. & July.	New York.	1898	88
Convert. (guar. by Dir.)	150,000	7			1883		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1884		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	97
Albany and Susquehanna:							Income bonds	63,500	8	May & Nov.	"	var.	
Mortgage	1,016,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	92
Mortgage	570,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	8,800,000	7	"	"	1885	81
Atlantic and Gt. Western (N.Y.):							Funded Coupon Bonds	750,000	7	May & Nov.	"	1883	83
1st Mortgage (S. F.)	980,000	7	April & Oct.	London.	1880	80	Consolidated Sinking Fund	948,000	7	F. M. A. & N.	"	1915	80
2d Mortgage	593,500	7	"	"	1882	75	Equipment Bonds	270,433	7	Jan. & July.	"	1874	
Atlantic and Gt. Western (Pa.):							Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	96
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	London.	1877	81	Green Bay Extension Bonds	300,000	7	"	"	1885	79
2d Mortgage	956,000	7	"	"	1882	77	Flagg Trust Bonds	245,000	8	Jan. & July.	"		
Eastern Coal Fields Branch (O.):							Cincinnati, Hamilton and Dayton:						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	97	1st Mortgage	379,000	7	Jan. & July.	New York.	1887	110
2d Mortgage		7	Jan. & July.	"	1883	98	2d Mortgage	1,250,000	7	May & Nov.	"	1890	116
Atlantic and St. Lawrence:							Cincinnati, and Zanesville:						
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1886	92	1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	Cleveland and Mahoning:						
City of Portland Loan (Coupon)	1,000,000	6	Various	N.Y., P. & Bos.	1878-79		1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
Baltimore and Ohio:							2d Mortgage	244,200	7	March & Sept.	"	1864	110
Maryland Sterling Bds of 1883.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1893		3d Mortgage	668,200	8	"	"	1876	
Mortgage Coupon " 1883.	2,391,500	6	April & Oct.	Baltimore.	1886	98	Clev., Painesville and Ashtabula:						
" " " 1880.	676,000	6	Jan. & July.	"	1880	98	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	121
" " " 1885.	1,086,000	6	Jan. & July.	"	1875	97	Dividend Mortgage	1,010,000	7	"	"	1880	
" " " 1884.	960,084	6	Ja. Ap. Ju. Oc.	"	1887	96	Cleveland and Pittsburg:						
Balt. City Loan of 1885	6,000,000	6	Jan. & July.	"	1890	94	2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York.	1873	90
Bay de Noquet and Marquette:							3d Mort. (M. L.) or 2d Extension	1,728,500	7	"	"	1875	85
Income	100,000	8	April & Oct.	Boston.	1870		4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	"	1892	73
Bellefontaine and Indiana:							River Line bonds	4,000	7	"	"	1887	
1st Mortgage convertible	268,000	7	Jan. & July.	New York.	1866	101	Dividend bonds	24,811					
1st Mortgage extended	422,000	7	"	"	1870-99		Income bonds	3,500					
2d Mortgage	116,000	7	"	"	1870		Clev., Columbus and Cin.:						
Income bonds	87,000				1870		1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	'64-'90	
Real Estate bonds	47,500				1866		Cleveland and Toledo:						
Belvidere Delaware:							1st Mortgage	229,000	7	April & Oct.	New York.	1867	101
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95	2d Mortgage	159,000	7	June & Dec.	"	1872	101
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96	Tol., Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	"	1863	76
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101	C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	70
Boston Concord and Montreal:							C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865		C. and T. (S. F.) Mortgage	2,206,000	7	Jan. & July.	"	1886	94
1st Mortgage	300,000	7	"	New York.	1865		Columbus and Xenia:						
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		Dividend	36,860		June & Dec.	New York.	1866	
2d Mortgage Coupons	250,000	7	"	New York.	1870	90	Mortgage	248,000					
Sinking Fund	200,000	6	"	Boston.	1889	100	Connecticut River:						
Boston and Lowell:							Mortgage	250,000	6	March & Sept.	Boston.	1878	
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95	Connecticut and Passump. Rivers:						
Buffalo, New York and Erie:							1st Mortgage	638,500	6	June & Dec.	Boston.	1876	90
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94	Cumberland Valley:						
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	103	1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
Buffalo and State Line:							2d Mortgage	109,500	8	"	"	1904	
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	Dayton and Michigan:						
Income in '99, & in '72	200,000	7	Jan. & July.	"	var.		1st Mortgage	238,000	8	Jan. & July.	New York.	1867	114
Special Erie and North-East	149,000	7	"	"	'61-'70		2d Mortgage	2,655,000	8	"	"	1881	103
Burlington and Missouri:							3d Mortgage	642,000					
New Land Mortgage.	1,343,870	7	April & Oct.	New York.	1893		Toledo depot bonds	182,500					
Cairo and Fulton (Mo.):							Dayton and Western:						
State (Mo.) Loan	650,000	6			'78-'79		1st Mortgage	289,000	7	March & Sept.	New York.	1882	60
Camden and Amboy:							2d Mortgage	250,000	7	June & Dec.	"		40
English debt (S. F.) £418,950	2,027,718	6	Semi-annual.	London.	1880		Delaware:						
Converted Sterling Loan	800	5	"	"	1863		1st Mortgage guar. by P. W. &						
American Loan	63,000	6	"	New York.	1864		Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102
Loan for \$500,000	229,700	6	"	"	1867	96	Guaranteed	100,000	6	"	"	1875	106
" " \$800,000	423,680	6	"	"	1870	89	State Loan	170,000	6	"	"	1876	
" " \$675,000	675,000	6	"	"	1875	84	Delaware, Lackawanna and W'n:						
" " \$1,700,000	1,700,000	6	"	"	1883	85	1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	100
" " \$2,500,000	867,000	6	"	"	1889	84	1st Mortgage (E. Extension)	1,499,000	7	"	"	1875	103
Consolid. Mort. Loan \$5,000,000	4,269,400	6	"	"	1889	90	2d Mortgage	2,516,500		March & Sept.	"	1881	102
Camden and Atlantic:							Des Moines Valley:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872		1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Catawissa:							Income	348,000	7	Jan. & July.	"	1884	80
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		Detroit and Milwaukee:						
Cayuga and Susquehanna:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		2d Mortgage	1,000,000	8	"	"	1866	
Central of New Jersey:							3d Mortgage (convertible)	750,000	10	"	"	1863	
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	100	4th Mortgage (G. W. R. R.)	500,000	8	"	"		
2d Mortgage	600,000	7	May & Nov.	"	1875	105	Dubuque and Sioux City:						
Central Ohio:							1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	82	Construction bonds, 2d Div'n	660,000					
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1885	94	Eastern (Mass.):						
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	86
3d Mortgage (S. F.)	950,000	7	"	"	1885	85	3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	94
4th Mortgage (S. F.)	1,365,800	7	"	"	1875	50	1st M. (State) \$75,000 a yr after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
Income	1,192,200	7	Jan. & July.	"	'57-'60		East Tennessee and Georgia:						
Charleston and Savannah:							State, 1st Mortgage	970,000					
1st Mortgage (endorsed)	510,000	6					Endorsed by State of Tennessee	150,000					
2d Mortgage	1,000,000	7					Mortgage (ordinary)	790,688					
Cheshire:							East Tennessee and Virginia:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	88	State, 1st Lien	1,802,000					
Chicago, Burlington & Quincy:							Endorsed by State of Tennessee	200,000					
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	100	1st Mortgage (after State)	100,000					
" " " " " " " "	3,167,000	8	"	"	1883		Redeemable in Stock	66,950					
Plain Bonds, dated Sept. 20, 1890	680,000	7	March & Sept.	"	1890		Eaton and Hamilton:						
2d Mortgage, inconvertible	941,000	4	July	Frankfort O.M.	1890		1st Mortgage	757,734	1			var.	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867		Erie and North-East:						
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	"	1868		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
" " " " " " " "	6,000	8	March & Sept.	"	1876		Mortgage Bonds	1,090,000	7			1869	
Chicago and Alton:							Mortgage Bonds	150,000	7			1881	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	93	Florida:						
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	96	Internal Improvement (State)	1,655,000	7			1891	
Income Bonds	1,100,000	7	May & Nov.	"	1882	93	Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F., Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.							Michigan Central:						
Internal Improvement (State)	\$300,000	7			1891		1st Mortgage Sterling	\$167,489	6	Jan. & July.	London.	1872	
Free Land 2d Mortgage	200,000	8			1891		1st Mortgage S'g (convertible)	500,000	8	March & Sept.	"	1899	
Galena and Chicago Union:							1st Mortgage (convert.) Dollar	2,040,500	8	"	N. Y. & Boston	1899	112
1st Mortgage Coupon	1,963,300	7	Feb. & Aug.	New York.	1882	97	1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	"	1882	110
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	"	1875	95	1st Mortgage (S. F.), convertible	4,330,500	8	"	"	1882	119
Elgin and State Line	189,000	7	Jan. & July.	"	1879		Mich. Southern and N'n Indiana:						
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884		Michigan Southern, 1st.	1,000	7	May & Nov.	New York.	1880	
Great Western, Ill:							Northern Indiana, 1st.	6,000	7	Feb. & Aug.	"	1861	
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1893	106	Erie and Kalamazoo	38,000	7	March & Sept.	"	1862	
" Eastern	1,350,000	7	Feb. & Aug.	"	1886	102 1/2	Northern Indiana, Plain	7,000	7	Feb. & Aug.	"	1863	
Hannibal and St. Joseph:							Jackson Branch	77,000	7	"	"	1865	
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	77	Goshen Air Line	682,000	7	"	"	1868	92
Land Security	3,344,500	7	April & Oct.	"	1881	92	Detroit and Toledo	734,000	7	"	"	1876	98
Convertible Bonds	822,000	7	Jan. & July.	"	1883	100	1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	"	1885	93 1/2
Harrisburg and Lancaster:							2d General Mortgage	2,194,500	7	"	"	1877	90
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100	Milwaukee and St. Paul:						
Hartford and New Haven:							1st Mortgage	4,600,000	7	Feb. & Oct.	New York.	1893	80
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	2d Mortgage	1,500,000	7	April & Oct.	"	1884	
Houston:							Real Estate Depot	2,400,000				1874	
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877		Milwaukee and Prairie du Chien:						
Houston and Texas Central:							1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	98
State (1st Lien) Loan	210,000						Minnesota and Pacific:						
Mortgage	125,000	7			1886		Real Estate	1,200,000	7	Jan. & July.		1892	
Hudson River:							Mississippi Central:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	100 1/2	1st Mortgage	1,007,363	7				
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	100	Mississippi Central and Tenn.:						
3d Mortgage	1,840,000	7	May & Nov.	"	1875	104	State (Tenn.) Loan	529,000	6				
Convertible	1,000,000	7	"	"	1887	95 1/2	Mississippi and Missouri:						
Illinois Central:							1st Mortgage (convertible)	1,000,000	7		New York.		
Optional Right bonds	33,000	7	Jan. & July.	New York.	1898		2d Mortgage (S. F.)	400,000	8		"		
Construction	7,975,500	7	April & Oct.	London.	1875		Oskaloosa Division	688,556	7	Jan. & July.	"	1875	18 1/2
Construction	2,896,500	6	"	New York.	1875	103	1st Land Grant	3,612,000	7		"		48 1/2
Redemption bonds	2,086,000	6	"	"	1890		2d Land Grant	691,000			"		
Indiana Central:							Income bonds	513,300					
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886		Mississippi and Tennessee:						
2d Mortgage	384,000	10	"	"	1886	117	Tennessee State Loan	95,000	6			1885	
Income	20,500						Mississippi State Loan	202,799	6				
Indianapolis and Cincinnati:							1st Mortgage	171,000	7			1876	
1st Mortgage	500,000	7	Jan. & July.	New York.	1886	106	Mobile and Ohio:						
2d Mortgage	400,000	7	"	"	1882	100	City (Mobile) Tax Loan	400,000	6				
Real Estate Mortgage	200,000	7			1888	68	Tennessee State Loan	674,860	6				
Ind., Pittsburg and Cleveland:							Alabama State Loan	389,410	6				
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
2d Mortgage	347,000	7	"	"			Sterling	878,035	6			1883	
Indianapolis and Madison:							Mississippi State Loan	200,970	6				
Mortgage	640,000	7	May & Nov.	New York.	1881	100	Montgomery and West Point:						
Jeffersonville:							Alabama State Loan	122,622					
1st Mortgage	187,000	7	March & Sept.	New York	1861	75	Mortgage (due 1860, '63 and '65).	350,000	6			var.	
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Mortgage	450,000	8			1886	
Joliet and Chicago:							Morris and Essex:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883		1st Mortgage (S. F.)	3,500,000	7	May & Nov.	New York.	1915	
Joliet and N. Indiana:							Missouree:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874		1st Mortgage	249,000	7				
*Kennebec and Portland:							Nashville and Chattanooga:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870		Mortgage (State endorsed)	1,500,000					
2d Mortgage	230,000	6 1/2	"	Augusta.	1881		Chat. and Cleve. Subas (endors.)	231,000					
*Kentucky Centr. (Oov. and Lex.)							*New Albany and Salem:						
1st Mortgage	160,000	6					1st Mortgage	500,000	10				
2d Mortgage	260,000	7					1st Mortgage	2,235,000	6				
2d Mortgage (convertible)	1,000,000	7					N. Hav., N. Lond. and Scamton:						
3d Mortgage	600,000	7					Mortgage	450,000	7	March & Sept.	New Haven.	1861	
Guaranteed by Covington	200,000	6					2d Mortgage	200,000	6	Jan. & July.	"	1868	93 1/2
Cincinnati (exchanged)	100,000	6					Extension	116,000	6	May & Nov.	"	1878	
La Crosse, Viroqua & Mineral Pt:							New Haven and Northampton:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1893		1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
Lehigh Valley:							1st Mortgage (H & Hamp.)	103,000	6				
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	91	New Jersey:						
La Crosse and Milwaukee:							Company's (various)	805,000	7	Semi-annually.	New York.	var.	100
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		New London Northern:						
Lackawanna and Bloomsburg:							1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1831		N. Orleans, Jackson and Gt. North:						
Lexington and Frankfort.							State (Miss.) Loan	255,000	5			'63-'74	
Mortgage, due 1889 and '74	79,000	6		Lexington.	'69-'74		1st Mortgage Coupon	2,666,000	8	Jan. & July.	New York.	1886	
Little Miami:							N. Orleans, Opelousa and Gt. West:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100	Louisiana State Loan	641,000	6				
Long Island:							New Orleans City Subscription	1,500,000	5				
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876		1st Mortgage (S. F.)	560,000	8			1889	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870		New York Central:						
Extension Bonds	175,000	7	May & Nov.	"	1890	85	Premium (S. F.) Bonds	6,690,126	6	May & Nov.	New York.	1883	92 1/2
Long Dock Co.:							D'ts of former Co's outstanding.	100,000					
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110	Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	"	1876	101 1/2
Louisville and Frankfort:							Exchanged S'tks (S. F.) B'ds	684,000	6	May & Nov.	"	1883	92
Louisville Loan	100,000	6	Jan. & July.	New York.	1881		" (") B. & N. F.	78,000	6	"	"	1883	87
1st Mortgage	176,000	6	"	"	'68-'73		Real Estate (S. F.) Bonds	165,000	6	"	"	1883	86
Louisville and Nashville:							Real Estate Bonds & Mortgages	192,773	7	var.	"	var.	
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'83-'92		"	45,550	6		"	1883	
1st Mortgage	1,765,000	7	Feb. & Aug.	"	1883		Bonds of Aug. 1859, Convertible	2,392,000	7	Feb. & Aug.	"	1876	100
Lebanon Branch 1st Mortgage	21,000	7			1886		Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec.	"	1887	92
Memphis Branch 1st Mortgage	286,000	7			'70-'75		New York and Erie:						
McMinnville and Manchester:							1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	90 1/2
State (Tenn.)	372,000	6					2d Mortgage	4,000,000	7	March & Sept.	"	1879	100
Mortgage	24,000	7					3d Mortgage	6,000,000	7	"	"	1883	98 1/2
Mortgage	10,000	6					4th Mortgage	3,614,000	7	April & Oct.	"	1890	94
Marietta and Cincinnati:							5th Mortgage	1,002,500	7	June & Dec.	"	1888	92 1/2
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	82 1/2	Buffalo Branch	186,400	7	Jan. & July.		1891	
1st Mortgage sterling	1,000,000	7	"	"	1891		New York and Harlem:						
Scioto & Hooking Val. R. mort.	300,000						1st Mortgage	3,000,000	7	May & Nov.	New York.	1878	98
Memphis and Charleston:													

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Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable		
North Carolina:						
Mortgage Loan.....	\$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage.....	700,000	6				
2d Mortgage.....	224,500	6				
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	86
Md. State Loan (Irredeemable)	1,500,000	6				
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	600,000	6	"	"	1877	91
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	84
Northern (Ogdensburg):						
1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1869	95
2d Mortgage.....	3,077,000	7	"	"	1861	37½
North Missouri:						
State Loan (50 years).....	4,250,000	6	Jan. & July.	New York.	'72-'87	95
North Pennsylvania:						
Mortgage.....	2,500,000	6	April & Oct.	Philadelphia.	1875	83½
Chattel Mortgage.....	300,000	10	"	"	1887	113½
Northern (N. H.):						
Bonds due 1864 and 1874	230,700	6	April & Oct.	Boston.	'64-'74	92
Norwich and Worcester:						
Mass. State Loan.....	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip.....	100,000	7	"	New York.	'64-'74	
Steamboat Bonds.....	200,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	83
1st Mortgage—Western	860,000	7	"	"	1872	
2d Mortgage—Western	750,000	7	"	"	1874	
Orange and Alexandria:						
1st Mortgage.....	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875	
2d Extension.....	600,000	8	May & Nov.	"	1873	
Pacific (Mo.):						
State (Mo.) Loan.....	7,000,000	6	Jan. & July.	New York.	'71-'87	78
State Loan (S. W. Branch).....	1,268,000	6	"	"	'87-'89	
Construction Main Line	1,314,000	7	"	"		55
" S. W. Branch.....	8,232,000	7	"	"		
St. Louis County bonds	13,000	7	"	"	1885	
Panama:						
1st Mortgage Sterling.....	1,250,000	7	April & Oct.	London.	1865	101½
2d Mortgage Sterling.....	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.....	1,029,000	7	March & Sept.	New York.	1868	75
Pennsylvania:						
1st Mortgage.....	4,980,000	6	Jan. & July.	Philadelphia.	1880	96
2d Mortgage.....	2,621,000	6	April & Oct.	"	1875	92
2d Mortgage Sterling.....	2,283,840	6	"	London.	1875	
State Works Bonds.....	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mort. (Coupon)	730,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon).....	277,000	6	Feb. & Aug.	Bangor.	1876	
3d Mortgage (Coupon).....	166,600	6	March & Sept.	"	1871	
Peoria and Ogawika:						
1st Mort. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	
1st Mort. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873	
Petersburg and Lynchburg (S. Side):						
State (Va.) Loan (S. F.).....	800,000	7				
1st Mortgage (1859-'70-'75)	365,000	6			var.	
2d Mortgage (1862-'70-'72)	378,000	6			var.	
Special Mortgage (1865-'68)	175,000	6			var.	
Last Mortgage (1861 to 1869)	133,500	8			var.	
Phila. Germantown and Norris:						
Consolidated Loan.....	119,800	6	Jan. & July.	Philadelphia.	1885	105
Convertible Loan.....	292,500	6	"	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible).....	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836, ".....	182,400	5	"	"	1880	
" 1849, ".....	2,856,600	6	April & Oct.	"	1870	92
" 1861, ".....	106,000	6	Jan. & July.	"	1871	96
" 1843, ".....	1,625,800	6	"	"	1880	85½
" 1844, ".....	804,000	6	"	"	1880	85½
" 1845, ".....	101,000	6	"	"	1880	85½
" 1846, ".....	87,000	6	"	"	1880	85½
" 1867, (convertible).....	564,000	6	"	"	1886	86
" 1868, ".....	60,000	7	"	"	1886	
Bonds and mort. on Real Estate	596,579					
Phila., Wilmington and Baltimore:						
Mortgage Loan.....	812,000	6	Jan. & July.	Philadelphia.	1884	
Pittsburg and Connelleville:						
1st Mortgage (Turtle Cr. Div.).....	400,000	6	Feb. & Aug.	New York.	1889	74½
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A).....	875,000	7	Jan. & July.	New York.	1912	100
" (series B).....	875,000	7	Feb. & Aug.	"	1912	
" (series C).....	875,000	7	Mar. & Sept.	"	1912	
" (series D).....	875,000	7	April & Oct.	"	1912	
" (series E).....	875,000	7	May & Nov.	"	1912	
" (series F).....	875,000	7	Jun. & Dec.	"	1912	
" (series G).....	800,000	7	Jan. & July.	"	1912	91
" (series H).....	800,000	7	Feb. & Aug.	"	1912	
" (series I).....	800,000	7	Mar. & Sept.	"	1912	
" (series K).....	800,000	7	April & Oct.	"	1912	
" (series L).....	800,000	7	May & Nov.	"	1912	
" (series M).....	800,000	7	June & Dec.	"	1912	
2d ".....	2,000,000	7	April	"	1912	82½
Ridge Bonds.....	187,500	7	May & Nov.	Philadelphia.	1876	
Chicago Depot Bonds.....	59,500	6	May & Nov.	Chicago.	1865	
Pittsburg and Steubenville:						
Mortgage.....	800,000	7	Feb. & Aug.	New York.	1865	
Potomac and Watertown:						
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	'64-'74	
Quincy and Chicago						
1st Mortgage.....	1,230,000				1873	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	\$680,000	8				
1st Mortgage (Western Division)	767,000	8		New York.	1875	85
Raleigh and Gaston:						
Coupon.....	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years).....	600,000	6	Feb. & Aug.	New York.	var.	
Guaranteed by State.....	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon).....	250,000	7	Feb. & Aug.	"	1859	
Richmond, Fred. and Potomac:						
Sterling (£267,000).....	324,006	6			1860	
Richmond and Petersburg:						
Coupon.....	159,000				1875	
Rutland and Burlington:						
1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	74
2d Mortgage.....	937,500	7	"	"	1863	29½
3d Mortgage.....	440,000	7	"	"	1863	1
Sacramento Valley:						
1st Mortgage.....	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage.....	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage.....	920,000	7	Feb. & Aug.		1900	67½
2d Mortgage.....	77,000	7			1866	
3d Mortgage.....	201,500	7			1875	
Six per cents.....	75,593	6			1878	
Sand'sky, Mansfield and Newark:						
1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage.....	250,000	71	April & Oct.	New York.	1868	
1st Mortgage (R. and W. Br.).....	100,000	71	March & Sept.	"	1866	
Seaboard and Roanoke:						
1st Mortgage.....	300,000	7			1890	
3d Mortgage.....	75,000	7			1870	
South Carolina:						
State Loan.....	187,000	5			1868	
Sterling.....	183,333	6			1863	
Sterling.....	2,000,000	5		London.	1866	
Southern Mississippi:						
1st Mortgage.....	500,000					
South-Western (Ga.):						
1st Mortgage.....	631,000				1875	
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage.....	500,000					
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage.....	1,500,000	7	Jan. & July.	Philadelphia.	1870	
2d Mortgage.....	900,000	7	"	"	1865	
St. Louis and Iron Mountain:						
State (Mo.) Aid.....	3,501,000	6		New York.		90
St. Louis City Subscription.....	500,000					
St. Louis County Subscription.....	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	92
Mortgage (half to State).....	7,000,000	5	Jan. & July.	"	'75-'76	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon.....	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton and Terre Haute:						
1st Mortgage (series A).....	1,100,000	7	Jan. & July.	New York.	1894	90
" (series B).....	1,100,000	7	April & Oct.	"	1894	
" (series C).....	1,400,000	7	Feb. & Aug.	"	1894	80
" (series D).....	1,400,000	7	May & Nov.	"	1894	
" Income (series E).....	1,700,000	7	"	"	1894	73
Toledo, Peoria and Warsaw:						
1st Mortgage.....	1,391,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible).....	94,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash).....	900,000	7	Feb. & Aug.	New York.	1866	90
1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	
2d M. (Toledo and Wabash).....	1,000,000	7	May & Nov.	"	1878	74
2d M. (Wabash and Western).....	1,500,000	7	"	"	1878	
Sinking Fund Bonds.....	152,255	7				88
Equipment bonds.....	600,000	7				
Vermont Central:						
1st Mortgage Coupon.....	3,000,000	7	May & Nov.	Boston.	1861	81½
2d Mortgage Coupon.....	1,000,000	7	Jan. & July.	"	1867	23
Virginia Central:						
Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons).....	198,000	5	"	Richm'd &	1872	
Mortgage (coupons).....	926,000	6	"	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan.....	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage.....	500,000	6	"	New York.	1872	
2d or Enlarged Mortgage.....	1,000,000	6	"	"	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	"	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage.....	600,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage.....	60,000	7	April & Oct.	New York.	1880	87½
" Mortgage.....	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds).....	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900).....	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds.....	850,000	6	"	Boston.	1875	94
Albany City Bonds.....	1,000,000	6	Jan. & July.	"	'68-'76	98
Hudson and Boston R. R. Loan.....	150,000	6	June & Dec.	"	dem.	
Elmira and Williamsport:						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Wilmington and Manchester:						
1st Mortgage.....	596,000	7	May & Nov.	New York.	1866	
2d Mortgage.....	200,000	7	"	"	1872	
Wilmington and Weldon:						
Mortgage, payable in England.....	442,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1868.....	144,500	6			1868	
Company's endorsed by State.....	160,000	6			1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.								
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.		
ALABAMA.																						
30 Jun. '60	65.0	—	—	—	50.6	—	—	Alabama and Florida	1,451,336	—	—	877,953	503,500	105,255	1,515,704	54.0	—	101,102	37,868	—	—	
28 Feb. '59	30.3	—	—	—	58.1	2	2	Alabama and Mississippi	461,505	30,991	—	335,010	109,500	21,632	518,985	30.3	—	55,791	31,852	—	—	
31 May '60	109.6	—	—	—	57.8	11	9	Ala. and Tennessee Rivers	2,281,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	—	207,626	111,232	—	—	
30 Jun. '59	57.0	—	—	—	171.3	—	—	Mobile and Girard	1,500,000	—	—	—	—	—	—	57.0	236,791	76,773	21,008	—	—	
1 May, '61	489.3	13.6	—	—	49.4	40	28	Mobile and Ohio	12,000,000	—	—	—	—	—	—	—	—	1,402,858	695,370	—	—	
19 Feb. '60	58.5	23.4	—	—	23	14	283	Montgomery and West Point	1,838,718	427,285	100,000	1,419,789	922,622	23,579	2,582,506	116.9	—	505,156	260,269	6	—	
ARKANSAS.																						
1 Nov. '55	38.5	—	—	—	107.5	—	—	Memphis and Little Rock	553,877	—	—	351,524	448,000	10,725	811,949	—	—	—	—	—	—	
CALIFORNIA.																						
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	—	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,594	—	—	
CONNECTICUT.																						
31 July '64	23.8	—	1.9	—	4	5	47	Danbury and Norwalk	346,299	66,483	—	307,000	95,000	731	—	23.8	53,325	89,470	40,029	7	—	
31 Jan. '65	122.4	—	17.0	75.1	16	20	287	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	—	—	122.4	317,844	517,808	134,509	—	—	
31 Aug. '65	61.6	13.0	66.2	—	22	37	321	Hartford and New Haven	3,244,319	254,000	533,490	3,000,000	927,000	—	4,654,333	75.2	452,238	1,459,711	413,528	12	170	
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	—	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203,329	428,518	160,702	—	—	
31 Dec. '64	57.0	—	1.3	—	8	11	184	Kauagutuck	1,464,127	—	—	1,100,000	300,000	29,149	—	62.0	145,655	360,187	140,391	16	—	
28 Feb. '65	50.0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	—	—	738,538	766,000	—	—	62.0	161,182	274,887	—	—	117	
30 Nov. '64	84.8	5.5	9.3	—	3	2	—	New Haven and Northampton	2,336,495	41,560	—	1,010,000	650,000	—	—	—	40,663	197,387	85,946	34	—	
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724,336	—	—	658,805	51,000	—	810,982	66.0	211,836	270,672	54,299	8	85	
31 Mar. '65	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,729,607	932,365	—	3,619,600	2,000,000	—	6,810,340	117.4	652,766	1,847,291	622,596	9	114	
30 Nov. '64	59.4	7.0	8.2	—	18	17	392	Norwich and Worcester	2,463,938	149,711	—	2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	74	98	
DELAWARE.																						
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,460	—	—	
31 Oct. '62	76.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	—	5,024	749,544	5.0	27,283	10,290	9	—	
FLORIDA.																						
— '62	154.2	—	—	—	150	—	—	Florida	—	—	—	—	—	—	—	—	—	—	—	—	—	
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	Florida and Alabama	532,791	30,586	—	191,436	195,000	75,894	619,112	32.0	—	7,857	3,635	—	—	
— '62	59.9	—	5.0	—	—	—	—	Flo., Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—	—	
— '62	100.0	3.9	10.0	163.6	—	—	—	Pensacola and Georgia	—	—	—	—	—	—	—	29.4	—	—	—	—	—	
GEORGIA.																						
30 Jun. '60	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,389	—	—	1,250,000	126,000	—	1,597,385	86.7	—	418,036	205,827	8	125	
— '62	92.6	—	8.7	70.9	—	—	—	Atlantic and Gulf—M. Trunk	—	—	—	—	—	—	—	30.0	—	—	—	—	—	
31 Dec. '60	53.0	—	—	—	—	—	—	Augusta and Savannah	1,032,200	—	—	733,700	129,500	—	—	53.0	—	168,938	95,612	—	—	
30 Apr. '60	43.5	—	—	—	23.7	—	—	Brunswick and Florida	755,000	—	—	151,887	—	—	—	—	—	—	—	—	—	
30 Nov. '60	191.0	—	—	—	53	62	697	Central of Georgia (and Bank)	4,366,800	—	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,026	764,574	10	—	
31 Mar. '60	171.0	61.0	—	—	—	—	—	Georgia (and Bank)	4,150,000	—	1,003,650	4,150,000	312,500	—	—	—	—	1,159,188	528,043	8	100	
30 Nov. '60	102.5	—	—	—	19	16	171	Macon and Western	1,500,000	—	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72	
31 July '59	50.0	—	—	—	7	2	107	Muscoogee	774,244	162,534	—	669,950	249,000	—	—	—	—	—	—	—	—	
1 May, '58	68.1	—	—	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	—	202,714	110,516	—	—	
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	—	—	2,921,000	396,500	19,913	3,822,913	228.8	—	—	—	—	—	
30 Sep. '59	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	—	—	—	—	—	—	138.0	—	832,343	388,553	13	—	
ILLINOIS.																						
31 Dec. '64	220.0	—	—	—	40	32	939	Chicago and Alton	8,308,919	—	659,100	4,208,300	4,054,000	—	8,896,568	220.0	1,104,197	2,770,454	1,273,518	71	116	
30 Apr. '64	217.0	33.0	47.0	—	105	46	1,995	Chic., Burlington and Quincy	12,587,020	2,518,232	—	8,376,510	5,924,969	—	16,464,265	400.0	1,983,105	5,728,910	2,152,273	20	112	
31 May '65	242.0	688.0	—	—	154	94	3,145	Chicago and Northwestern	37,323,791	—	1,340,728	26,155,841	12,020,438	825,398	39,680,432	242.0	—	6,820,750	1,802,272	2	23	
31 Mar. '65	181.8	—	—	—	59	69	1,196	Chicago and Rock Island	2,497,952	—	500,000	6,000,000	1,450,500	—	9,484,582	232.0	1,212,654	3,359,391	1,591,706	6	106	
31 May '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	—	—	1,648,561	2,350,000	—	4,214,342	180.0	—	742,097	377,476	—	—	
31 Dec. '64	454.8	252.5	—	—	126	78	3,327	Illinois Central	29,675,410	—	—	20,808,160	13,232,000	—	38,080,110	708.3	3,386,850	6,329,447	2,465,194	8	115	
1 Jun. '65	111.0	—	—	—	16	14	232	Toledo, Peoria & Warsaw	3,880,955	464,000	—	2,653,955	1,391,000	—	4,344,955	111.0	—	439,874	210,950	—	—	
31 Dec. '64	195.0	14	12.2	—	42	28	955	St. Louis, Alton & Terre Haute	10,700,000	—	—	4,000,000	6,700,000	—	10,700,000	209.0	—	2,084,074	503,767	—	80	
INDIANA.																						
31 Aug. '65	108.0	—	—	—	14	10	187	Cincinnati and Chicago	2,080,433	—	—	1,106,679	1,006,125	—	—	108.0	—	559,128	246,720	—	—	
31 Dec. '62	72.4	—	—	—	19	17	266	Evansville and Crawfordsville	2,312,344	283,255	—	1,142,834	1,240,000	—	2,726,187	132.0	—	442,893	155,541	—	—	
31 Dec. '62	8.8	—	—	—	23	19	313	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	108.0	—	442,893	155,541	—	—	
31 Dec. '64	84.0	20.2	—	—	15	—	—	Indianapolis and Cincinnati	2,497,952	564,043	25,689	1,899,900	1,862,284	140,639	3,455,108	110.0	—	448,868	230,834	9	70	
1 Dec. '62	78.0	—	—	—	15	—	—	Ind., Pittsburg and Cleveland	2,735,556	—	—	1,372,000	997,000	—	—	—	—	—	—	—	—	
31 Mar. '64	86.0	46.0	8.0	—	15	14	201	Jeffersonville	1,549,518	—	—	1,051,907	621,000	—	2,975,878	84.0	384,539	771,763	307,832	—	—	
— '58	288.0	—	—	—	17	10	263	Indianapolis and Madison	1,464,347	—	—	819,900	640,000	—	2,176,223	108.0	312,969	527,863	265,156	—	—	
30 Nov. '64	73.0	—	—	—	21	28	440	Louisv., N. Albany & Chicago	6,000,000	—	—	2,800,000	3,000,000	2,000,000	6,000,000	288.0	—	645,827	371,400	6	100	
— '64	195.0	—	—	—	—	—	—	Terre Haute and Richmond	1,983,150	—	169,379	1,900,150	88,000	—	3,063,108	73.0	370,555	1,007,979	521,254	18	159	
IOWA.																						
30 Apr. '65	75.5	—	—	—	176.5	—	—	Burlington and Missouri River	2,603,589	173,787	—	1,497,947	1,343,870	—	2,929,782	75.5	112,434	431,606	155,347	—	—	
31 Dec. '64	100.0	—	—	—	220.0	11	7	187	Dubuque and Sioux City	4,373,123	63,951	3,849,396	960,000	—	4,809,849	100.0	200,513	412,156	162,268	—	—	
1 Jun. '58	38.5	—	—	—	101.3	4	4	64	Keok. Ft. Des Moines & Minn.	1,087,876	82,499	921,449	570,000	—	—	38.5	—	459,821	21,356	—	—	
30 Jun. '65	135.0	96.0	—	—	312.0	—	—	Mississippi and Missouri	10,715,552	—	—	3,452,300	7,145,252	118,000	10,715,552	230.0	—	—	—	—	—	
KENTUCKY.																						
31 Oct. '59	80.0	—	—	—	—	—	—	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,3,							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.					Liabilities.					Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.							
M.	M.	M.	M.	No.	No.	No.														p. c.			
MAINE.																							
30 Nov. '02	55.0				6	4	74	Androscoggin	1,050,000			151,833	444,638	205,584	757,881	38.5	76,244	79,761	43,461				
30 Jun. '02	149.0		25.0		41	17	349	Atlantic and St. Lawrence	6,758,205	867,734		2,494,900	3,068,491		7,983,475	149.0	oper. by	Gd. Trk.	172,118	91,487			
30 Sep. '01	63.0	9.5	8.0		12	11	120	Kennebec and Portland	2,871,264			1,287,779		271,143	2,990,968	108.5	129,963	172,118					
31 May, '03	99.7				13	2	231	Maine Central	4,211,875		21,925	1,050,860	3,068,491	139,952	4,269,308	106.2	186,240	323,032	174,028				
31 May, '03	61.3				12	4	119	Portland, Saco and Portsmouth	1,491,207		100,000	1,500,000			1,690,004	51.3	161,056	450,222	226,767	6			
May, '09	37.0							Somerset and Kennebec	783,763			169,200	556,000			37.0		65,403	28,404				
MARYLAND.																							
30 Sep. '03	279.6	7.2			225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	5,423,197	16,151,962	10,112,584	897,839	36,511,376	296.8	2,938,010	6,509,945	4,544,097	3			
30 Sep. '03	30.0				7	38	167	Washington Branch	1,650,000			1,650,000			2,379,841	39.0		703,123	429,880	4			
31 Dec. '01	138.0	4.0	25.0		60	47	3,529	Northern Central	7,847,041	1,104,744	123,775	3,344,880	4,850,000		12,273,647	261.0	1,099,348	3,061,669	1,085,387	11			
MASSACHUSETTS.																							
30 Nov. '04	20.7	1.8	16.8		8	—	—	7 Boston, Hartford & Erie.	9,971,981	249,748		8,500,000	3,906,000	169,363	12,476,363								
30 Nov. '04	74.3	8.5	51.1		24	38	534	Boston and Lowell	2,452,248	183,345	360,753	1,880,000	640,000	12,326	2,996,346	70.9	4,321,318	650,999	182,610	6			
30 Nov. '04	47.0	7.0	32.5		36	78	720	Boston and Maine	3,884,161	476,975		4,076,974			4,911,728	164.3	737,505	1,272,600	443,332	8			
30 Nov. '04	42.6	24.0	60.5		28	39	859	Boston and Providence	3,392,600	207,400		3,600,000	21,500		4,218,927	61.8	450,096	1,221,104	366,332	10			
30 Nov. '04	40.0	1.1	2.7		32	69	809	Boston and Worcester	4,062,684	437,416	100,000	4,500,000		229,061	5,557,510	83.6	635,622	1,471,985	487,864	10			
30 Nov. '04	50.0	2.4	9.6		7	16	41	Cape Cod Branch (par 60)	907,760	123,865		681,666	102,900		1,103,581	47.1	82,108	161,208	78,265	6			
30 Nov. '04	44.2	30.1	27.5		12	23	155	Connecticut River	1,614,376	187,560		1,591,100	260,000		2,079,944	52.4	223,318	472,321	165,932	6			
30 Nov. '04	51.0	42.5	75.8		31	74	469	Eastern	3,966,179	329,765	264,102	3,155,000	1,667,200	237,200	6,069,400	89.0	527,236	1,040,189	460,423	6			
30 Nov. '04	12.4		2.3		25	36	457	Fitchburg	3,189,551	350,149		3,540,000			3,846,885	93.4	134,622	868,352	309,341	8			
30 Nov. '04	14.5		17.2		10	17	240	Lowell and Lawrence	382,883	30,275		200,000	75,000	3,374	386,912	(Op. by Boston & Lowell)							
30 Nov. '04	20.1	1.5	1.2		4	17	66	Nashua and Lowell	558,919	95,684		600,000		50,465	80,362	7.1	186,647	201,618	63,019	8			
30 Nov. '04	33.0		0.7		5	6	25	New Bedford and Taunton	460,527	46,015	14,000	500,000	219,500		719,500	36.7	54,272	220,828	43,527	7			
30 Nov. '04	98.5	8.8	27.5		26	69	458	N. York and Boston Air Line	1,314,916	82,880		788,047	1,072,900	187,500	2,048,537	36.7	94,748	83,492					
30 Nov. '04	43.4	1.0	14.9		14	18	163	Old Colony and Fall River	3,923,876	334,508		3,609,600	462,000	451,350	4,512,950	107.3	510,010	961,030	469,932	8			
30 Nov. '04	16.9		1.7		3	4	197	Providence and Worcester	1,409,307	213,183		1,700,000			1,700,000	44.4	236,408	470,978	169,118	8			
30 Nov. '04	6.1				86.5			Salem and Lowell	332,470	81,543		243,305	228,900	727	470,931	(Op. by R. & L. Co.)			17,500	1			
30 Nov. '04	69.3	8.0	5.5		11	13	180	Troy and Greenfield	3,057,918	207,343	248,496	923,942	979,308		3,932,547	77.3	151,327	342,297	134,363	8			
30 Nov. '04	156.1	17.3	126.6		75	63	1,149	Vermont and Massachusetts	10,175,943	1,065,713		5,150,000	6,267,520		14,986,959	218.0	1,430,223	2,996,554	1,178,712	10			
30 Nov. '04	45.7		9.8		10	12	133	Western (incl. Alb. & W.S. etc.)	1,088,998	116,000		1,141,000	76,000	51,390	1,268,390	48.7	194,712	338,235	127,605	7			
NEW HAMPSHIRE.																							
31 Mar. '05	93.6		5.6		14	10	232	Boston, Concord and Montreal	2,850,000			1,800,000	1,050,000		3,141,091	93.5		408,388	141,407				
30 Nov. '04	53.8		8.0		18	16	246	Cheshire	2,703,488			2,035,925	679,500		2,705,426	53.8	382,852	539,743	155,896				
31 Mar. '04	34.6				21	22	494	Concord (par 350)	1,500,000			1,500,000			1,500,000	61.3		121,985	136,409	8			
31 Mar. '04	29.8		2.8		2			Manchester and Lawrence	1,065,346			1,000,000	12,300	20,904	operated by Concord R. R.			90,699	7				
31 Mar. '04	29.3		2.8		2	4	80	Merrimac and Conn. Rivers	695,258			695,588	568,000		52.7								
31 Mar. '04	69.2	13.0	12.5		24	14	424	Northern New Hampshire	3,063,400			3,063,400	165,500	15,515	3,250,418	82.0		210,265	210,265	7			
30 Apr. '04	24.7		2.2		6	2	50	Sullivan	1,480,730			600,000	750,000		24.7	oper by Vermont Central.							
NEW JERSEY.																							
31 Dec. '01	64.2	11.0	8.1					Belvidere Delaware	3,386,276			997,112	2,193,000	252,584	3,442,697	75.2		501,886	146,101				
31 Dec. '01	63.9	32.3		8.0				Camden and Amboy	5,892,296		4,304,131	6,472,406	10,264,463			124.2		3,799,980	1,140,788	35			
31 Dec. '01	60.2							Camden and Atlantic	1,801,414			1,064,243	1,035,276	128,930	2,221,449	60.2		231,466	71,106				
31 Dec. '01	64.0	26	64.0		59	34	908	Central of New Jersey	9,703,924	1,078,538		6,600,000	2,000,000		9,764,509	90.0	948,213	2,637,184	1,305,630	20			
31 Dec. '01	53.0			45.5	24	43	274	Morris and Essex	4,057,275		55,000	3,041,950	1,004,000	31,200	4,536,916	63.0	270,000	570,764	171,755	7			
31 Dec. '01	31.8							New Jersey	3,903,171	738,168	1,574,548	6,000,000	805,000		6,434,399	38.8	654,192	1,875,981	808,323	10			
31 Dec. '01	21.5				2	6	17	Northern New Jersey	452,116			163,800	286,000	45,072	463,872	21.2	92,787	146,938	29,200				
31 Dec. '01								Raritan and Delaware Bay	2,596,491			2,390,700	1,534,000	544,426	4,440,026			229,476					
31 Dec. '01	18.2							Warren	2,083,300			1,408,300	600,000		2,608,300	18.2		209,022	130,510	6			
31 Dec. '01	35.5			17				W. at Jersey	1,461,219			688,400	700,000		1,288,400			207,952	91,544				
NEW YORK.																							
30 Sep. '05	82.0		4.5	58.0	9	12	153	Albany & Susquehanna	3,183,056	198,900		1,904,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064				
30 Sep. '05	48.9		3.1		8	8	140	Atlantic and Great Western	2,451,285	383,059		3,039,343	48.9	166,217	455,441			155,441	80,873				
30 Sep. '05	142.0		13.0		23	41		Buffalo, New York and Erie	3,369,088			850,000	2,595,000	1,070	3,369,088	180.3	640,314	1,030,252					
30 Sep. '05	83.3		18.5		35	38	098	Buffalo and State Line	3,267,588	516,576	189,000	2,200,000	2,000,000		3,680,000	83.3	645,234	1,946,466	769,025	10			
31 Dec. '04	160.0	97.0	326.5		276	114	4,600	Erie	42,316,863		6,104	4,235,800	17,823,400	1,067,082	48,045,234	80.7	6,916,232	13,429,643	4,564,725	8			
30 Sep. '04	144.0		128.3		71	164	671	Hudson River	13,053,434	1,616,413		6,128,042	7,377,680	1,167	14,669,547	150.0	1,396,293	4,329,600	1,587,2				

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies a Running dot (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of shares.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.			
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.		
PENNSYLVANIA.																						
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,508	3,856,000		5,634,039	100.0		360,215	171,286			
31 Oct. '64	66.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0		316,747	380,488	149,013	25	
31 Oct. '64	62.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	375,000		1,335,500	74.0		176,968	394,952	173,901	8	
31 Oct. '64	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,461,500	606,321	10,930,771	204.5		1,622,327	1,064,948	721,782	20	
31 Oct. '64	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	595,400	8,299	1,210,889	37.7		153,041	333,560	202,009		
31 Dec. '64	78.0		10.0		16			Elmira and Williamsport	2,027,652			1,000,000	1,020,000		2,020,000	78.0		808,770	656,618	43,741	24	
31 Dec. '64	18.5		6.0					erie and Northeast	700,000			600,000	400,000		1,000,000	18.5		153,520	468,788	189,007	10	
31 Oct. '64	81.0		2.6		5	9	153	erie and Pittsburg	1,588,878	192,509		256,500	900,000	637,886	1,794,386	61.0		71,880	163,502	65,456		
31 Oct. '64	34.0	18.0	17.7					Harrisburg and Lancaster	1,882,550			1,182,550	700,000		1,882,550	64.0	oper. by Penn.				7	
31 Oct. '64	36.0		1.3		44.0	3	12	Hempfield	1,616,458	41,241		1,809,565	1,000,000	100,000	2,909,565	32.0		21,760	50,103	7,966		
31 Oct. '64	43.5	14.5	11.0	0.0	15	4	136	Huntingdon and Broad Top	2,012,248			1,325,992	1,383,427	268,281	2,977,700	58.0		305,743	335,280	143,472		
31 Oct. '64	80.0		34.0		119	164	1,280	Lackawanna and Bloomsburg	3,160,403	465,406		1,355,000	2,024,578	149,014	3,508,592	80.0		356,571	698,596	301,041		
31 Oct. '64	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	602,028	2,280,262	1,452,164	20		
31 Oct. '64	28.0	8.0	8.0					Little Schuylkill	1,371,868			2,648,100	960,000	61,162	3,667,252	oper. by Reading					6	
31 Oct. '64	130.5	68.3			31		51	Little Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000						7	
31 Oct. '64	55.8	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,855	69.8	320,638	741,977	349,401			
31 Dec.	300.8	561	319.0		290	173	4,926	Pennsylvania	27,639,578	3,356,315	5,604,810	19,860,060	16,894,840		43,520,356	356.9	5,644,778	14,759,037	4,066,113	10	55	
31 Oct. '64	17.0	3.0	22.0		18	45	101	Phila., German'n & Norrist'n	1,139,079	262,399		1,383,100	315,500		1,673,100	24.0	252,739	423,147	207,393	8	54	
31 Oct. '64	237.6	29.1			216	81	1,469	Phila. and Sunbury	15,791,823			5,013,054	9,940,000	10,500	14,963,554	oper. by Penn. R.R. Co.					26	
31 Nov.	46.8	206.5			216	81	1,469	Philadelphia and Reading	18,998,278	5,786,480	784,788	20,072,323	7,271,879		27,716,253	509.5	3,328,299	2,699,341	4,308,150	15	60	
31 Oct. '64	28.2	24.3						Philadelphia and Trenton	960,404	*	245,695	999,200	250,000		1,249,200	29.2	175,447	824,006	477,658	10	120	
31 Oct. '64	96.0	11.6			41	100	96	Phila., Wilmington and Balt.	9,349,300			8,657,300	692,000		9,849,300	197.0	839,238	3,205,560	1,365,200	10	56	
31 Oct. '64	59.5	51.4		89.5	12	11	84	Pittsburg and Connellsville	2,361,684	198,820		1,774,773	1,500,000	64,208	3,784,101	27.0	272,688	394,362	130,861			
31 Dec.	485.5	108.5			157	99	2,020	Pittsb'g, Ft. Wayne & Chicago	21,164,330			8,181,126	12,657,060		23,942,670	468.3	3,910,773	7,120,466	3,019,067	10	92	
31 Dec.	28.0	6.2			7	16	28	Shamokin Valley & Pottsville	1,175,773	112,824		500,000	791,597		1,291,597	26.4	87,070	226,318	107,490	10	40	
31 Oct. '64	26.4	3.2			6	16	28	Westchester & Philadelphia	1,315,526	102,983		684,036	1,009,095	162,312	1,855,443	26.4	118,698	273,232	149,817			
31 Oct. '64	29.6	3.5			6	4	362	Tioga	802,253	165,884		391,800	872,000	1,343	968,137	29.6	95,566	293,338	211,317	8	48	
RHODE ISLAND.																						
31 Aug. '64	50.0		2.0		16	16	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	250,000			62.0	321,000	557,587	254,508	12	110	
SOUTH CAROLINA.																						
31 Dec. '68	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,385	195,266		1,099,586	51.9						
31 Dec. '68	109.6				18	9	176	Charlotte and South Carolina	1,719,405			1,201,000	884,000			109.6		285,263	161,636	6		
1 Jan. '69	163.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546		164.5		841,190	125,871			
28 Feb. '69	102.0							North-Eastern	2,011,662			985,743	960,410	108,172	2,057,325	102.0		220,014	96,145			
31 Dec. '60	136.0	106.0			82	59	790	South Carolina					2,643,833				1,499,638	701,943	7			
TENNESSEE.																						
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,193		505,214	514,600	99,110	1,137,707	47.6		29,967	19,187			
1869	30.0				12	10	171	East Tennessee and Georgia	3,637,387			1,289,673	2,020,000	200,000		140.0		318,718	187,466			
1869	140.0				10	10	128	East Tennessee and Virginia	2,210,033	154,264		536,654	1,902,000	390,407		130.3	150,142	297,806	149,167			
1869	271.8	19.4	20.0		43	87	607	Memphis and Charleston	5,666,578		129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,636,096	873,597			
1869	271.6	16.0	20.0		3.9	9	242	Memphis and Ohio	2,259,287	141,144		570,000	1,361,000	145,000								
1869	100.0	30.6	55.3					Memphis, Clarksv. & Louisv.	2,000,000	100,500		798,721	740,000									
1869	59.0				40.1	7	5	Mississippi and Tennessee	1,137,400			798,285	554,949	519,513		59.4	69,870	177,256	60,029			
1869	47.4		2.3		4	6	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,176	83,129	44,696			
1869	34.2		7.0		12	2	81	McMinnville and Manchester	683,807	56,810		144,394	408,000	5,000		34.2	30,065	23,808	13,592			
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	8,662,882			2,056,544	1,731,000		159.0		784,118	857,334				
1869								Nashville and North-western														
1869	45.8		4.2	11.7	5	8	82	Tennessee and Alabama	76,016	76,016		595,922	800,000	204,544		45.8	57,950	127,953	87,243			
1869	30.0		0.6	8.0				Winchester and Alabama				126,962	415,000	408,477		30.0		1,248				
TEXAS, (all aided by State).																						
-- '58	32.0			158.0				Buffalo Bayou, Braz. & Col'do								32.0						
-- '58	56.0			184.0				Galveston, Houston & Henderson								56.0						
-- '58	60.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275,000	240,000	171,560		60.0	31,300	32,670				
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*		455,000	975,000	360,000		70.0	100,000	282,846	196,568			
-- '59	25.0			110.0				San Antonio & Mexican Gulf.								25.0						
VERMONT.																						
31 May '65	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,880,277			1,679,600	633,500		3,083,468	105.0	164,794	428,180	184,470			
31 Aug. '63	119.6		16.0		26	25	558	Rutland and Burlington	3,991,705	556,276		2,253,376	3,267,471	895,219	6,386,166	119.6	449,351	323,027	112,143			
31 Aug. '63	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	250,688		1,097,000			1,206,683	62.5	136,761	185,474	67,738			
31 May, '63	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,065			5,000,000	3,600,000	1,500,000	10,000,000	117.0	836,289	941,045	262,537			
31 May, '63	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	oper. by Vt.						
30 Jun. '63	23.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		516,164	798,200		1,501,886	23.7	43,995	64,297	26,531	8	1	
30 Jun. '63	59.0	5.5	3.6					Western Vermont	1,083,500	*		832,000	700,000			oper. b. Troy			53,852		96	
VIRGINIA.																						
1 Aug. '69	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,121	1,534,194							
30 Sep. '59	77.8	8.9	3.8	106.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,034	156,802	43,062			
30 Sep. '59	79.2				8			Norfolk and Petersburg	2,006,373	122,156		1,500,124	590,610	165,161	9 months	79.2	47,702	54,121	16,332			
30 Sep. '59	103.5							Northwestern Virginia	5,322,150			468,605	5,719,229			103.5	845,427	248,004	106			
30 Sep. '60	88.3	68.4	10.0		16	16	176	Orange and Alexandria	2,063,655			2,063,655	2,517,500	590,056		103.5	270,846	450,427	222,214			
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg														

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	---
Baltimore and Ohio, (pref.)	3,000,000	6	6	---
Berkshire (guarantied)	900,000	7	7	---
Boston, Concord & Montreal (pref.)	1,310,400	6	6	60
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	7	---
Camden & Atlantic (preferred)	620,800	7	7	25
Catawissa (preferred)	1,150,000	7	7	27
Chenung (guarantied)	380,000	7	7	---
Cayuga & Susquehanna (guarant.)	343,500	7	7	---
Cheshire (preferred)	2,017,825	7	7	45
Chicago & Alton (preferred)	2,435,200	7	7	120
Chicago & Northwestern (pref.)	12,994,720	7	7	66
Cocheco (preferred)	177,750	8	8	---
Ct. & Passumpsic Rivers, (pref.)	1,514,200	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	---
" (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	8	8	---
Dubuque & Sioux City (preferred)	1,976,566	7	7	75
Elmira, Joff. & Canandaigua (guar.)	500,000	7	7	---
Elmira & William-port (preferred)	600,000	7	7	40
Erie (preferred)	8,638,700	7	7	30
Hannibal & St. Joseph (preferred)	6,253,556	7	7	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	---
Kennebec & Portland (preferred)	372,000	6	6	---
Lackawanna & Bloomsburg (pref.)	500,000	7	7	---
Marietta & Olinunati (1st pref.)	6,205,476	7	7	60
" (2d pref.)	3,819,772	7	7	30
Michigan S. & N. Indiana (guar.)	2,183,600	10	10	140
Mt. & Prairie du Chien (1st pref.)	2,773,500	8	8	101
" (2d pref.)	1,014,000	7	7	88
Milwaukee & St. Paul (preferred)	2,400,000	7	7	76
New Haven & Northampton (guar.)	1,010,000	4	4	---
New York & Harlem (preferred)	1,600,000	8	8	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Paterson & Hudson (guarantied)	630,000	8	8	---
Paterson & Ramapo (guarantied)	248,000	6	6	---
Peoria & Bureau Valley (guar.)	1,200,000	6	6	---
Philadelphia & Reading (pref.)	1,551,800	7	7	82
Philadelphia & Trenton (guar.)	1,000,000	10	10	---
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	7	82
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	---
Rutland & Burlington (preferred)	382,700	8	8	---
" (preferred)	608,176	6	6	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	6	59
Toledo & Wabash (preferred)	984,700	7	7	97
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	7	---
" (2d pref.)	904,473	7	7	---
Troy & Greenbush (guarantied)	274,400	6	6	52
Vermont & Canada, (guarantied)	1,600,000	8	8	---
Warren (guarantied)	1,403,300	7	7	---
White Mountains (guarantied)	200,000	5	5	---
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	---

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6	J. & J.	1886	87
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	---
" sterling	4,375,000	6	"	1890	---
Preferred bonds	1,700,000	6	"	18--	---
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	91
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	600,000	6	M. & S.	1870	---
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1866	---
Interest Certificates	181,900	6	"	1868	---
Lehigh Navigation:					
1st Mortgage	414,608	6	M. & S.	1870	91
Six per cent. Loan	2,432,274	6	A. & O.	1884	87
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	---
2d Mortgage	87,000	6	"	1865	---
Morris:					
1st Mortgage	465,500	6	A. & O.	1878	95
2d Mortgage	296,750	6	"	1880	90
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	83
2d Mortgage	3,980,670	6	J. & J.	1882	78
Improvement	568,500	6	M. & N.	1876	69
Susquehanna & Tide Water:					
Md. sig. loan converted	200,376	5	J. & J.	1865	---
Md. sig. bonds	993,000	6	"	1878	64
Preferred Interest b'ds.	227,569	6	"	1878	24
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	26
West Branch & Susquehanna:					
1st Mortgage, s'g'd and	450,600	6	J. & J.	1878	89
Wyoming Valley					
1st Mortgage	550,000	6	J. & J.	1878	82

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	53	---
Chesapeake and Ohio	100	8,224,595	---	---
Delaware Division	100	1,633,350	85	---
Delaware and Hudson	100	10,000,000	10	135
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	58,000	---	---
Illinois and Michigan	50	4,282,950	6	52
Lehigh Navigation	50	726,800	3	---
Monongahela Navigation	100	1,025,000	8	75
Morris, (consolidated)	100	1,175,000	10	114
" (preferred)	100	---	---	---
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,332,457	23	---
" (preferred)	50	2,722,607	29	---
Susquehanna and Tide Water	50	2,045,200	12	---
Union (preferred)	50	2,750,000	6	---
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	16	57

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—DUTY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 1/4 cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1.....(cash).....per ton 48 @ 50	
Pig, American, No. 1.....@ 50	
Bar, Refined, English.....102 @ 112 50	
Bar, Swedes, assorted sizes (in gold).....@ 97 50	
STORE PRICES.	
Bar, Swedes, assorted sizes.....@ 175	
Bar, English & American, Refined.....@ 150	
Bar, English & American, common.....@ 120	
Scroll, English.....@ 200	
Ovals and Half round.....@ 155	
Band, English.....@ 155	
Horse Shoe.....@ 155	
Rods, English.....127 50 @ 190	
Hoof, English.....160 @ 225	
Nail Rod.....per lb. 10 @ 11	
Sheet, Russia.....per lb. 32 @ 36	
Sheet, English, Single, Double and Treble.....7 @ 8	
Sheet, Am., Single Double and Treble.....@ 8	
Rails, English.....(gold).....per ton.....@ 58	
Rails, American.....per ton.....@ 85	
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast.....(1st & 2d qty.).....per lb. 18 @ 23	
English Spring.....1st & 2d qty.....11 @ 13	
English Blister.....(1st & 2d qty.).....13 @ 20	
English Machinery.....13 @ 15	
German.....15 @ 17	
American, Blister.....12 @ 14	
American, Cast, Hammered.....19 @ 22	
American, Cast, Rolled.....13 @ 15	
American Spring.....11 @ 13	
American Machinery.....13 @ 14	
Milan (in bond).....@	
COPPER—DUTY: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb.	
Sheathing, New.....(suite).....per lb. @ 55	
Sheathing, Yellow.....@ 40	
Pig, Chile.....@ 55	
Boils.....@ 55	
Braziers.....@ 55	
American Ingot.....(cash).....33 @ 37	
LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena.....per 100 lb. @	
Spanish.....9 @ 9 1/2	
German Refined.....9 @ 9 1/2	
English.....9 @ 9 1/2	
Bar.....per lb. @ 11	
Pipe and Sheet.....@ 15	
TIN—DUTY: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2 1/2 cents per lb.	
Banca.....per lb. 23 @ 27	
Straits.....23 @	
English.....25 @	
Plates, Charcoal I. C.....per box @ 16	
Plates, I. C. Coke.....12 50 @ 14 50	
Terne, Coke.....@ 11	
Terne, Charcoal.....14 50 @ 15	
NAILS—DUTY: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash).	
Cut, 4d. @ 6d.....(cash).....per 100 lb. @ 7 50	
Church.....(cash).....9 @ 9 50	
Copper.....@ 60	
Assable Horse, Norway Iron, Forged.....@ 41	
Zinc Nails.....(6 mos.).....@ 20	
PETROLEUM—DUTY: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity.....32 @ 32 1/2	
Ref'd, free, L.S. to pr. Wh. (110 @ 120 test).....73 @ 74	
Ref'd, in bd. L.S. to pr. Wh. (110 @ 120 test).....@	
Naphtha, Refined (60 @ 63 gravity).....42 @ 43	

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 14.

	Th 8	F 9	Sat 10	M 12	Tu 13	W 14
Atlantic M. S. S. Co.				102	107	109
At. & Gt. W. (O) 1st m't.						
Buffalo, N. Y. & E., 1M.						
California 7s	116			116		
Canton Co.	44			44	44	44
Central Am. Transit.						
Chicago & Alton	115	117			116	116
" " pref.	116	118	120	119	119	118
" " 1 M.						
" " S. F.						
" " Inc. b'ds						
Chicago, Burl. & Q.			112			
" " 8 p.c.		110		109		110
Ohio & Northwestern	27	28	27	28	28	27
" " pref.	54	55	54	55	56	55
" " 1st M.					81	
" " 2d M.						
" " S. F.						
" " A. B.						
" " I. B.				83		
Chicago & Rock Isl.	99	101	101	102	104	104
" " 1st M. '70.						
Clev., Col. and Cin.						
Clev. and Pittsburg	80x	80	79	80	81	80
" " 2 M.						
" " 3 M.						
" " 4 M.						
Clev. and Toledo	106		106	106	107	107
" " S. F. 7 p.c.				95		95
Cumberland Coal, pref	44	44	44	44	44	44
Del. & Hudson Canal	135x	135		135		134
Del., Lack. & West.			141			
" " 1M. S.p.c. '71-5.					103	
" " 2M. S.p.c. '81						
Erie	78	79	78	78	78	78
" " pref.	81	80	81	80		
" " 1 M. 7 p.c. '67.						
" " 2 M. 7 p.c. '79.			100			
" " 3 M. 7 p.c. '83.		98			98	
" " 4 M. 7 p.c. '80.						
" " 5 M. 7 p.c. '88.						
Galena and Chicago.						
" " 1M. 7 p.c. '82.		97				
Hann. & St. Joseph.						
" " pref.		28		28		
" " bonds.						
Hudson River	100	100	100	101	101	101
" " scrip.						
" " 1M. 7 p.c. '69.	100					
" " 2M. S. F.			100			
" " 3M. 7 p.c. '76.						
" " conv. bonds.						
Illinois Central	115	113	115	114	115	
" " Can. b'ds.						
" " bonds.						
Marietta & Cin. 1st pref.						
" " 2d						
" " 1st mort.						
Mariposa Mining Co.	11	12	12	12	12	12
Michigan Central	101x	102	102			102
" " S.F. S.p.c. '82	110					
" " conv. S.p.c. '69						
M. S. and N. I.	68	68	68	69	69	69
" " guard.						
" " 1M. S.F. 94		93	93			92
" " 2 M.			90			
Mill. and P. du Chien						
" " 1st pref.						
" " 2d pref.				88		
" " 1st M.						
Minnesota Mining Co.						
Miss. & Mo.						
" " L.G. bonds.						
Missouri 6s	77	78	78	78		78
" " iss. to H. & St. J. R.						
" " Pacific		77	78	79	78	
New York Central	83x	85	85	84	85	85
" " Real Estate.						
" " 7s. S.F. '76.						
" " 7s. conv. '76.		100		100		
" " 6s. S.F. '88.	92				92	
" " 6s. S.F. '87.				91		92
N. York & Harlem						
" " "pref."						
" " 1M. 7 p.c. '73.		98				
" " 2M. 7 p.c. '64.						
" " 3M. 7 p.c. '67.				82		
North Carolina 6s	83			82	82	
Ohio & Missa. cer.	24	24	24	25	26	26
" " pref.						
Pacific Mail S.S. Co.			190			
Panama	248			242		
Penn'a Coal Co.	100	158				
Phila. and Reading	99x	100	100	100	101	100
Pitts. Ft. W. & Chicago	92	92	92	92	92	92
" " 1M.			100			
" " 2M.		91				
" " 3M.						
Quicksilver Mining Co.	41	40	41	41	41	41
St. L., Alton & T. H.						80
" " pref.						58
" " 1M.						
" " 2M. pref.						
" " Inc. b'ds						
Tennessee 6s, 1890	89		89	89	89	89
Tol. Wab. & Western	51					81
" " pref.						
" " 1M. ex.						
" " 2M.						
" " Int. b'ds						
Virginia 6s		65	65	65	65	64

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 14.

Th. 8. F. 9. Sat. 10. M. 12. Tu. 13. W. 14.

FEDERAL STOCKS:—

U. S. 6s, 1871, reg.	---	---	---	---	---
U. S. 6s, 1871, coup.	---	---	---	---	---
U. S. 6s, 1874, reg.	---	---	---	---	---
U. S. 6s, 1874, coup.	---	---	---	---	---
U. S. 6s, 1865, coup.	---	---	---	---	---
U. S. 6s, 10-40s, coup.	94½	94½	94½	94½	94½
U. S. 6s, 10-40s, reg.	---	---	---	---	---
U. S. 6s, 1881, reg.	104½	104½	---	---	---
U. S. 6s, 1881, coup.	104½	104½	---	---	---
U. S. 6s, '81, O. W. L. y.	---	---	---	---	---
U. S. 6s, 1881, " "	17	---	---	---	---
U. S. 6s, 1887, reg.	---	---	---	---	---
U. S. 6s, 1888, reg.	---	---	---	---	---
U. S. 6s, 1888, coup.	121	---	---	---	---
U. S. 6s, 1 year cert.	96½	96½	96½	---	---
U. S. 6s, 5-20s, c. 1862-103	103	102½	102½	102½	103
U. S. 6s, 5-20s, c. 1864-102½	102½	102½	102½	102½	102½
U. S. 6s, 5-20s, c. 1865-102½	102½	102½	102½	102½	102½
U. S. 6s, " reg.	---	---	---	---	---
30 Notes, 1st series.	99½	99½	99½	99½	99½
" " 2d series.	99½	99½	99½	99½	99½
" " 3d series.	99½	99½	99½	99½	99½
American Gold.	---	---	---	139½	---

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 13.

W. 8. Th. 8. F. 9. Sat. 10. M. 12. Tu. 13.

Catawissa	22½	24	24	24	25
" preferred	34½	34½	35½	38	37
Vanden & Amboy	122x	120	---	118	118½
" " 6s, '07	---	---	---	---	---
" " 6s, '70	---	---	---	---	---
" " 6s, '75	84	---	85½	---	---
" " 6s, '83	---	---	---	---	---
" " 6s, '89	90½	---	---	---	---
Obes. & Del. Canal 6s '86	---	---	---	---	---
Del. Div. Canal	34	35½	35	35	---
Elmira & Wmport	---	---	---	---	---
" " pref.	---	---	---	39	---
" " 7s	---	---	---	---	---
Lehigh Navigation	52½	---	52½	62½	52½
" " 6s, '70	---	---	---	---	---
" " 6s, '84	86½	---	---	---	---
Lehigh Valley R. R.	60½	60½	60½	60½	---
" " 6s	---	---	---	---	---
Little Schuylkill R. R.	32	---	---	32	---
" " 7s	---	---	---	---	---
Long Island	---	---	---	---	---
" " 6s	---	---	---	---	---
Minehill	54½	54½	54½	54½	---
Morris Canal	---	---	---	---	---
" " pref.	---	---	---	---	---
" " 6s '76	96	---	---	---	---
North Pennsylvania	---	---	37	37	37
" " 6s	83½	82	---	---	83½
" " 10s	---	---	---	---	---
Northern Central	---	---	55½	55½	55½
Pennsylvania R. R.	65½	65½	65½	65½	65½
" " 1st m.	96½	---	96	---	---
" " 2d m.	91½	91½	---	92	---
Penn. State, 5s	86	86	86	86	86
" " 5s, coupon	86	86½	86	86	86
" " 6s, W. L. 99½	---	98½	---	---	---
Philadelphia City, 6s	---	---	87	---	---
" " new	92½	91½	91½	91½	91½
Philad. Germ. & Nor.	54	54½	---	54	---
Phila. & Reading	49	49	50½	50	50
" " 6s, '86	85½	---	86	---	---
" " 6s, '70	---	---	---	---	---
Philadelphia & Erie	29½	29	29½	29½	---
" " 6s	---	---	---	---	---
Philad. & Sunbury, 7s	---	---	---	---	---
Schuylkill Navigation	23	---	---	23½	23½
" " pref.	29	---	---	29½	29½
" " 6s '82	---	---	75½	---	---
" " 6s '76	85	83	85	---	---
" " 6s '72	---	---	---	---	---
Susq. Canal	13	12½	12½	12½	---
" " 6s '78	---	---	---	54	---
Union Canal, pref.	---	---	---	---	---
" " 6s '83	27½	28	---	---	---
West Br. Canal 6s '78	---	---	---	---	---
Wyoming Valley Canal	---	---	---	---	82
" bonds	---	---	---	---	---
Hestonville, (Horse)	35½	36	---	35	---
Chestnut & Wal.	---	---	---	---	---
Green & Coates	---	---	---	---	---
2d and 3d streets	---	72½	---	---	---
Spruce & Pine	---	---	---	---	---

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 13.

W. 7. Th. 8. F. 9. Sat. 10. M. 12. Tu. 13.

Baltimore City 6s, 1876	101½	---	---	---	---
" " 1886	---	---	---	---	---
" " 1870	---	---	---	---	---
" " 1890	110½	100½	---	---	---
Balt. and Ohio	113	---	---	112½	---
" " b'ds, '62	---	---	---	---	---
" " " '67	---	---	---	---	---
" " " '75	97	---	---	97	---
" " " '80	---	---	---	---	---
" " " '86	97½	---	---	98	---
Northern Central	---	---	---	---	---
" " b'ds, '86	84	84	84	---	---
" " " '85	---	---	---	---	---
City Passenger R. R.	18½	---	---	18½	---

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 14.

Th. 8. F. 9. Sat. 10. M. 12. Tu. 13. W. 14.

Boston and Lowell	93	94	94	---	---
Boston and Maine	118½	---	118½	---	---
Boston and Providence	---	127½	---	---	---
Boston and Worcester	---	---	---	---	---
Cheshire, pref.	---	---	---	---	---
Concord	60	60	---	60	---
Connecticut River	---	---	103	---	---
Eastern, Mass.	---	100	101	101	---
Eastern, N. H.	---	---	---	---	---
Fitchburg	106	105	105½	105½	---
Manchester & Lawr'ce	106½	106½	106½	106½	---
Michigan Central	---	---	---	---	---
Northern, N. H.	92	---	---	---	---
Old Colony and Fall R.	101	---	---	---	---
Ph. W. & Baltimore	55½	55½	55½	55½	55
Port'd, Saco & Ports.	95½	95½	---	---	---
Vermont & Canada	96	96½	96½	---	---
Vermont & Mass.	---	40	39½	---	---
Western	138½	138½	140	---	---
Broadway (Horse)	---	---	---	---	---
Cambridge	94	---	---	---	---
Metropolitan	---	---	47	---	---
Middlesex	---	---	---	---	---
Central Mining Co.	---	---	---	---	---
Copper Falls	26½	26½	26	26	26
Franklin	---	87	87	37½	38
Huron	---	---	40	---	---
Isle Royale	---	---	---	14	---
National	---	---	---	---	---
Minnesota	17	---	---	14	---
Pewabic	35	35	34½	---	36½
Pittsburg	---	---	---	---	---
Quincy	53	52½	---	54	53½
Rockland	---	---	---	---	---

London Stock Exchange.

The following were the closing prices for Amer-

ican Securities on the 23rd of January:

United States 6s, 1881	---	to	---
Do. 6s, 1874	---	---	---
Do. 6s, 5-20s, 1882	68	---	66½
Virginia State 5s	48	---	52
Do. 6 per cent.	40	---	42
Atlantic and Great Western,	---	---	---
N. Y. sec. 1st mort., 1880, 7 per cent.	76	---	78
Do. 2d mort., 1881	75	---	77
Pennsylvania, 1st mort., 1877	78	---	80
Do. 2d mort., 1882	73	---	75
Erie shares, \$100 (all paid)	56½	---	56½
Do. 7s, preference	---	---	---
Do. 7s, 1st mort., 1867	---	---	---
Do. 7s, 2d mort., 1879	---	---	---
Do. 7s, 3d mort., 1883	---	---	---
Do. 7s, 4th mort.	---	---	---
Do. 7s, 5th mort.	---	---	---
Illinois Central 6s, 1875	80	---	82
Illinois Central 7s, 1875	65	---	70
Do. do. \$100 shares, all paid	75	---	75½
Marietta and Cincinnati Railroad Bonds	72	---	74
Michigan Central 8s, Convertible, 1869	---	---	---
Do. do. S. F. 1st mort., do. '82, x. c.	---	---	---
Michigan S. and N. Indiana 7s, S. F., 1885	---	---	---
Do. do. do. \$100 shares	---	---	---
New York Central 6s, S. F., 1883	---	---	---
Do. do. 7s, 1864	---	---	---
Do. do. 7s, S. F., 1876	---	---	---
Do. do. 7s, Convertible, 1876	---	---	---
Do. do. \$100 shares	---	---	---
Panama, 1st mortgage 7s, 1865	---	---	---
Do. 2d mortgage 7s, 1872	101	---	103
Pennsylvania, 1st mort., 6s, Convertible	---	---	---
Do. 2d mort., 6s, do.	83	---	85
Do. \$50 shares	35	---	40
Phil. & Erie, 1st mort., 1881, guar. by P. R. R.	76	---	77

American Railroad Journal.

Saturday, February 17, 1866.

Stock Exchange and Money Market.

The market is evidently under the influence of considerable doubt. The Treasury Department is of necessity so large an operator, that its movements and its policy must have a powerful effect on all other dealers in money, and all who rely upon this in their business. Contracts are therefore entered into with considerable caution, a position the safest to be occupied by those who wish to get safely through their transactions. Our large National debt and our inflated paper currency have given an anomalous aspect to business generally. We are carrying all sail, and any accident would be disastrous. There are prudent navigators, however, who would if possible lessen the spread of canvass, while others seem willing

to keep on at every hazard. Thus we find a curtailment of our paper currency, now selling at a large discount, seriously objected to, as disastrous "to all the debtor classes," and as paralyzing the operations of the "productive classes." We had supposed the debtor classes had been sufficiently favored during the last four years. Those who owed money in coin value, as all debtors did at the beginning of the war, had the rare opportunity of paying their debts at one time at an immense advantage, particularly when gold was 285 in currency, and currency was a legal tender at par, even at that enormous discount. Those persons, on the other hand, who have run into debt on paper valuations, have done so against the light of experience, the teachings of history, and the advice of the prudent, and are not entitled to special consideration, when sound principles of finance demand to be restored to their former place in our political economy. And as to our productive industry, it has had unexampled prosperity in the high prices which our debt and currency have created, and is known to have enjoyed profits hitherto unexampled in this or any other country. Scarcely a fabric of American origin has been manufactured or produced without enormous gains to the producers. Cottons, woollens, leather, metals, food and fuel are higher in the United States on the average than in any other part of the world. To advocate a continuance of a system which is to perpetuate high prices and profits, is a gross injustice to that larger and struggling class of people known as consumers, always a majority of any population, and the largest contributors to taxes, and the firmest support of a Nation. And though by the appreciation of the paper dollar, as is contended, the holders of the National securities will gain very largely, this expectation was one foundation of their investments, and they have a just claim to demand its realization. What they will eventually gain by the appreciation of their securities will be an actual addition to the wealth and capital of the country, and be felt in all its industrial and commercial pursuits. Besides, what kind of morality must that Nation or Government practise which avows its intention to deal perpetually in a depreciated currency, and seeks to keep its securities below par in gold, that its creditors may be cheated out of their money. For this is the plain English of any plan which looks to any other event than payment in full according to the "nomination of the bond." We therefore hope, the judgment of the American people will not suffer itself to be misled from the path of rectitude by any considerations such as we have alluded to. Our duty is plain and should not be evaded or ignored.

One of the financial projects of the day is an export duty on cotton, say 5 cents per lb. The constitutional prohibition of export duties has been often considered and discussed. It is the better opinion that it was intended to apply only to articles exported from one State to another. At all events the effect of an excise duty would be precisely the same.

As a general rule, it is considered injurious to the interests of a country to lay export duties on its own products, as tending to check demand, and of course production. But on the other hand, where any country has an exclusive article

to part with, an export duty may be safely laid upon it, as the charge falls on the foreign consumer. Thus it is that Russia derives a considerable duty on tallow, which it exports in large quantities, and for which the demand continues constant. So, too, of late years an export duty on rags has obtained in many countries of Europe. The total amount of cotton produced within the 36 years preceding 1860, is known to have been upwards of 76 millions of bales, the annual production being at one time, 1859-'60, as much as four millions six hundred and seventy-five thousand bales. It is very evident that a moderate excise or export duty on such production would be of immense relief to the finances of the country. That the production of cotton is to continue on a large scale no one can doubt. It is one of the most inviting of all our agricultural pursuits; and we believe we are to see the labor of our freedmen cheerfully applied in that direction. Northern capital is already turning its attention South; and of all the products of the earth, there is none more in demand, more useful, or convertible into money so readily, so conveniently or so pleasantly as cotton. It is one of those remarkable natural gifts to this country which gives it pre-eminence over all others, and is an element of strength that cannot be too highly appreciated.

The trade of this port the last week has been quite active. The imports and exports being nearly equal in amount, rose in the aggregate to twelve and a quarter millions. The gold customs alone exceeded the sum of three millions. It is understood that the disposition of dealers at present is not to give long credits, though these have been asked to a considerable extent. This action it is hoped will be persistent in. It is inexpedient to have large commercial debts at present pressing upon the business of the country. Individual freedom from responsibilities is just now an indispensable element of the public welfare. Short credits and prompt payments are the only safe forms of business at the present moment. Let these be adhered to, and the country will be able to pass successfully through inflation to a sound condition of currency.

Gold has again declined, and in the face of a large demand for customs. This special and local demand does not seem to affect its price to any great extent, which we attribute to the general confidence which is growing up as to the final and complete extrication of the country from its financial difficulties, in the belief that it is competent to meet all its engagements, and that its promises to pay will be fully and honorably discharged. This feeling induces a general disposition to wait with patience for the expected return to resumption; and the creditor who is not alarmed and willingly gives delay, may be said to be already almost paid. The certainty of a resumption of specie payments, though the exact hour when it is to occur is not known, has its effect on the price of gold. The fact is, that as this price declines, and paper appreciates, there will be less and less alarm about our large currency, and less trouble in managing it.

Government securities, under this aspect, naturally improve. The quotations in London for the 5-20s are very favorable; and here those for 1862, 1864 and 1865, are all within a fraction of each other. This has not happened before, and shows

the general conclusions in favor of these securities, rather than a close discrimination as to their form and tenor.

Exchange continues dull, remaining considerably under par, although some small shipments of specie have been made within the previous week. There will always be shipments of specie to England, no matter what may be the rate of exchange, for reasons entirely independent of commercial considerations. There are always parties who desire their returns in hard cash, whether they made a profit on it or not; and they will have it sometimes even if it involves a loss. The mere shipment of specie just now as a commodity is unquestionably a losing operation, for exchange is the cheaper mode for the remitter at present rates.

Meanwhile money continues easy and plentiful with us, though dear in England. The rate is still low, and the supply greater than the demand. This would ordinarily give a strong impulse to enterprise; but just now impending doubts interpose their influence. High prices hold out their attraction to manufacturers; but there is no knowing when these may fall. At this moment it is really cheaper to import a large proportion of the fabrics in ordinary use, than to pay the current home prices. Everything is dearer, for example, in the City of New York than in the City of Paris. Our countrymen who have been living abroad in that city, and have returned to New York, express their astonishment at the prices which rule here, and wonder they are submitted to. They have not had the experience of paper money as we have, and its effects on men and things.

The more we reflect on the subject the more we are satisfied that the true interests and the real prosperity of this country are bound up in the re-establishment of a sound specie paying currency.

We notice a change in the street with regard to railroad securities. It is now admitted that the roads are doing better than was predicted a few weeks since, though the published returns of the earnings in this JOURNAL disproved the apprehension, or might have done so. A rise in the quotations in the early part of the week was quite significant. The returns of the associated banks of this city for the week ending the 10th, showed the following results: increase of loans, \$98,499; increase of circulation, \$746,235; decrease of specie, \$807,668; decrease of deposits, \$2,310,232; decrease of legal tenders, \$360,236. The movements in cotton for the week have been large.

The New York exports, exclusive of specie, for the week ending February 13, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week	\$4,808,182	\$3,777,267
Prev. reported	20,317,172	23,322,613
Since January 1.....	\$25,125,354	\$27,099,880
The New York imports compare as follows:		
	1865.	1866.
Dry goods	\$757,549	\$4,741,870
Gen. merchandise	1,829,420	1,835,066
Total for the week	\$2,586,969	\$6,574,936
Prev. reported	9,757,918	25,170,072
Since January 1.....	\$12,344,887	\$31,745,008

The balance in the Sub-Treasury on Wednesday was \$98,882,959 21.


The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—


New York.—Illinois coupon bonds, 1879, 96; N. Y. State 7s, Bounty Loan, 99 $\frac{7}{8}$; do., 6s, 1872, 93; Ohio 6s, 1886, 97; Tennessee 6s, 1868, 89; Brooklyn 6s, Water Loan, 92; New Jersey Central, 114; do., 1st mort., 100 $\frac{1}{4}$; Milwaukee and St. Paul 1st mort., 80; Chicago and Milwaukee 1st mort., 85; Indianapolis and Cincinnati R. R., 70; Norwich and Worcester, 98; Morris and Essex, 100; Stonington, 110; American Coal, 58; Wyoming Valley, 49; Butler Coal, 14 $\frac{1}{2}$; Schuylkill Coal, 19; Maryland Anthracite Coal, 15; Mari-rosa pref., 17 $\frac{1}{2}$; Pacific Mail scrip., 170; Western Union Tel., 57 $\frac{1}{2}$; Union Navigation, 100 $\frac{1}{4}$; Ocean Bank, 92; 9th National Bank, 108; Metropolitan Bank, 122; Bank of North America, 110; Central Bank, 109; Phoenix Bank, 98; Bank of Republic, 108; Bank of Commerce, 105; 4th National Bank, 97 $\frac{3}{4}$; Am. Ex. Bank, 115; Shoe and Leather Bank, 102; Continental Bank, 97; Bank of New York, 112.

Philadelphia.—Phil., Wil. and Balt. R. R., 55 $\frac{1}{4}$; Vermont Central 2d mort., 25; 13th and 15th streets R. R., 31 $\frac{1}{4}$; Union Passenger R. R., 24; Union Canal, 2 $\frac{1}{2}$; Huntingdon and Broad Top Mt., 19 $\frac{1}{2}$; do., 1st mort., 80; Coal Ridge, 8; Green Mt. Coal, 4 $\frac{1}{2}$; New Creek Coal, 1 $\frac{1}{4}$; Big Mt. 5 $\frac{3}{8}$; Clinton Coal, 1 $\frac{3}{8}$; Fulton Coal, 7; N. Y. and Middle Coal Fields, 6 $\frac{3}{4}$; Buck Mt. Coal, 48; Preston Coal, 20; Swatara Falls Coal, 2; Mahanoy Coal, 6; Lehigh Zinc, 31; Commercial Bank, 52 $\frac{1}{2}$; Girard Bank, 52; Philadelphia Bank, 142 $\frac{1}{2}$; National Bank, 94; Mechanics Bank, 28 $\frac{5}{8}$; Kensington Bank, 100; Penn Township Bank, 53; Corn Exchange Bank, 62; Farmers and Mechanics Bank, 122; Corn Planter Oil, $\frac{7}{8}$; Curtin, 1; Dalzell, 1 $\frac{3}{4}$; Feeder Dam, $\frac{7}{8}$; Junction, 1; Maple Shade, 4 $\frac{1}{2}$; McElrath, 1 $\frac{1}{2}$; McClintock, 1 $\frac{1}{2}$; Mineral, $\frac{1}{4}$; Ocean, 15 $\frac{1}{2}$; Oak Shade, 2 $\frac{5}{8}$; Spencer, 2; St. Nicholas, $\frac{3}{8}$; Wm. Penn., 1. The latest quotations are: City 6s, 87@87 $\frac{1}{4}$; do., new, 91 $\frac{1}{2}$ @91 $\frac{3}{4}$; State 5s, 86 $\frac{1}{2}$ @86 $\frac{1}{4}$; do., coupon, 86@86 $\frac{1}{2}$; do., 6s, W. L., 98 $\frac{3}{8}$ @98 $\frac{1}{2}$; Phila., Wil. and Balt., 55 $\frac{1}{4}$; Reading, 50 $\frac{1}{8}$ @50 $\frac{1}{4}$; do., 6s, 1870, 92@93 $\frac{1}{2}$; do., bonds, 86 $\frac{1}{2}$ @88; do., con., 100@107; Camden and Amboy, 118 $\frac{1}{4}$ @118 $\frac{1}{2}$; Penn. R. R., 55 $\frac{3}{4}$ @55 $\frac{7}{8}$; do., 1st mort., 95@96; do., 2d mort., 92@92 $\frac{1}{2}$; Little Schuylkill R. R., 31 $\frac{1}{2}$ @32; Morris Canal, 76@79; do., pref., 114@115 $\frac{1}{2}$; do., bonds, 90@95; Wyoming Valley Canal, 57 $\frac{1}{2}$ @60; do., 6s, 82@82 $\frac{1}{4}$; Susquehanna Canal, 11 $\frac{7}{8}$ @12 $\frac{1}{2}$; do., 6s, 53@54; Sch. Nav., 23@23 $\frac{1}{2}$; do., pref., 29 $\frac{1}{2}$ @29 $\frac{3}{4}$; do., 6s, 1882, 75@76; Union Canal bonds, 26@26 $\frac{1}{2}$; Delaware Div. Canal, 32 $\frac{1}{2}$ @34; do., bonds, 80@84; Elmira and Williamsport, 26@30; do., pref., 39 $\frac{3}{4}$ @40; do., 7s, 1873, 90@95; Lehigh Coal and Navigation, 52@52 $\frac{1}{2}$; do., bonds, 1870, 87@87 $\frac{1}{4}$; North Pennsylvania, 35 $\frac{3}{4}$ @36 $\frac{1}{2}$; do., 6s, 83@84; Philadelphia and Erie, 29 $\frac{3}{8}$ @29 $\frac{1}{2}$; do., 6s, 87@88; Minehill, 54 $\frac{1}{2}$ @54 $\frac{3}{8}$; Catawissa, 25 $\frac{1}{2}$ @25 $\frac{3}{4}$; do., pref., 37 $\frac{7}{8}$ @38; Lehigh Valley, 60 $\frac{5}{8}$ @61; do., bonds, 89 $\frac{1}{2}$ @90; Fifth and Sixth streets, (horse,) 40@41; Second and Third, 74@75; West Philadelphia, 65@68; Spruce and Pine, 34@35; Green and Coates, 32@33 $\frac{1}{2}$; Chestnut and Walnut, 51@51 $\frac{1}{2}$; Thirteenth and Fifteenth, 31@31 $\frac{1}{2}$; Girard College, 26@27; Tenth and Eleventh, 50@52 $\frac{1}{2}$; Norristown, 54@54 $\frac{1}{4}$; Union, 23@28; Hestonville, 34 $\frac{1}{2}$ @34 $\frac{1}{2}$.

Baltimore.—N. W. Va. 3d mort., 97; Marietta and Cincinnati bonds, 82¼; Bare Hill Mining Co., 1.15; Balt. and North Carolina, 0.35; Atlantic Coal, 1.00; Baltimore Chrome, 0.48; Penn. Oil, 0.60; Union Bank, 74; Bank of Baltimore, 106½; Bank of Commerce, 27; Mechanics Bank, 22½. The latest quotations are: Balt. and Ohio, 112@112¾; do., 6s, 1867, 97½@97½; do., 1875, 96¾@97½; do., 1880, 95@97½; do., 1885, 97¼@97½; Northern Central, 43½@44½; do., bonds, 1885, 84@85; N. W. Va. 1st mort., 1873, 97@97¾; do., 2d mort., 95@98; do., 3d mort., 93@98; Marietta and Cincinnati 7s, 1891, 82¼@82¾; Central Ohio 1st mort., 80@84½; Western Md. bonds, 77@79; do., guar., 97¾@98; Maryland 6s, coupon, 1870, 100@101½; do., Ins., 101@101½; do., 1890, 100@101; Baltimore 6s, 1870, 97@97½; do., 1873, 97@98; do., 1875, 100¾@101½; do., 1886, 99¼@100; do., 1890, 100¾@101¼; do., coupon, 100@100¾; do., Park, 101@101½; do., 1892, 96@96½; do., 5s, 1838-70, 81@83; City Passenger R. R., 17¾@18¼; Canton Co., 43¼@44; Gardner, 0.80@0.90; Am. Gas Coal, 0.50@0.75; Maryland, 0.30@0.35; North State, 0.31@0.40; Springfield, 0.55@0.70; George's Creek, 109@115; Santa Clara, 8½@10; Balt. Chrome, 0.45@0.50; Bare Hill, 1.05@1.15; Atlantic Coal, 0.98@1.10; Mineral Hill, 0.50@0.75; Baltimore Coal, 150@200.

Two millions of these bonds are at once to be offered; the stock and bondholders to have the preference in purchasing. As an evidence of the confidence of the Directors, though there was a

 A correspondent of the Philadelphia *Ledger*, writing from Middletown, Bucks Co., Pa., says: "It is perhaps not generally known to many of your readers, that it is contemplated to construct a railroad from the northern part of Philadelphia to Attleboro', in Bucks Co., a distance of about 19 miles. A charter has been obtained and a company organized, who have made surveys of three routes through that beautiful, productive, and thickly settled agricultural district, commencing near the Episcopal Hospital, passing a little west of Frankford, east of the Fox Chase, west of Bustleton and Somerton, and east of Easterville, to the north side of Attleboro'.

 The Houston, Texas, *Telegraph*, says that the railroad is completed and running between Lavacca and Victoria.

Railroad Earnings--Monthly.

The following is a statement of the business done by the Illinois Central Railroad for the month of Jan., 1866:

LAND DEPARTMENT.		
Acres Construction Lands		
Sold	5,670.98 for	\$63,540 77
Acres Int. Fund Lands		
sold	40.00 for	501 60
Acres Free Lands sold..	526.28 for	6,473 12
Total sales during month		
of Jan., 1866	6,237.21 for	\$70,515 49
To which add Town Lot		
Sales		580 00
Total of all		\$71,095 49

Cash collected in January\$113,561 47

TRAFFIC DEPARTMENT.

Receipts from Passengers	\$192,116 10
do. Freight	370,354 00
do. Mails	6,358 33
do. Rent of Road	4,000 00
do. Other Sources	10,000 00

Total Receipts in month of Jan., 1866. \$582,828 43

Total Receipts in month of Jan., 1865. 546,051 29

Increase\$36,777 14

The earnings of the Erie Railway for the month of January, 1866, including Buffalo Division, were\$1,187,187 72
Corresponding month last year 1,070,890 90

Increase\$116,296 82

The earnings of the Ogdensburg and Lake Champlain Railroad for December, 1864 and 1865, was as follows:

	1864.	1865.
Earnings	\$47,577 06	\$73,891 43
Expenses	54,382 79	50,032 74
Net	\$	\$23,858 69
Loss	6,805 73	

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of Jan., 1866, were\$314,598 00
Corresponding month of previous year 363,996 00

Decrease\$48,398 00

The earnings of the Rome, Watertown and Ogdensburg railroad for Jan., 1866, were \$70,701 64
Corresponding month of 1864 51,491 54

Increase\$19,210 10

The earnings of the Pittsburgh, Fort Wayne and Chicago Railway for the month of Jan., compared with the same period last year, have been as follows:

	1865.	1866.
From freight	\$427,067 40	\$352,920 93
" passengers	236,772 07	176,397 50
" express matter ..	9,346 87	9,928 12
" mails	7,825 00	7,825 00
" rent of railway ..	7,083 33	7,083 33
" miscellaneous ..	2,049 52	1,333 60

Total\$690,144 19 \$555,488 48

The earnings of the Toledo, Wabash and Western Railroad for the month of January, 1866, were\$226,059 00
Same month in 1865 144,084 00

Increase\$81,975 00

The earnings of the Chicago and Alton Railroad for Jan., 1866, were\$210,171 00
January 1865 261,908 00

Decrease\$50,732 00

The earnings of the Milwaukee and Prairie du Chien Railway for the month of Jan., 1866, were\$121,776 00
Corresponding month of previous year 98,183 00

Increase\$23,593 00

Railroad Earnings--Weekly.

The traffic of the Great Western Railway for the week ending Feb. 9, 1866, was as follows:

Passengers	\$23,381 46
Freight and live stock	35,243 13
Mails and sundries	2,606 08

Total\$61,230 62

Corresponding week of 1865 45,777 72

Increase\$15,452 89

The earnings of the Chicago and Northwestern Railway for the first week in February, 1866, were\$109,927 67
Corresponding week of previous year. 112,934 73

Decrease 3.38 per cent.\$3,007 06

The earnings of the Michigan Central Railroad for the 1st week in Feb., 1866, were...\$66,397 00
Corresponding week of previous year.. 68,131 00

Decrease.\$1,734 00

The earnings of the Chicago and Alton Railroad for the 1st week in Feb., 1866...\$53,638 00
Corresponding week of previous year.. 59,312 00

Decrease.\$5,674 00

Journal of Railroad Law.

The case of Thomas Gillett vs. Western Railroad corporation, lately decided in Massachusetts, decides that a railroad company which so constructs its track at the crossing of a highway as to render the highway dangerous or inconvenient to travelers thereon, is liable for an injury sustained by a traveler upon the highway, in consequence of the defect, although he might also have a remedy against the town which was bound to keep the highway in repair. It also decides that in an action to recover for injuries to a horse, sustained in consequence of a defect in a highway, the plaintiff is entitled to recover the diminution, occasioned by the injury, in the market value of the horse at the commencement of the action, and, in addition such sums as the plaintiff has paid out in reasonable attempts to cure him, and a reasonable compensation for his own services in attempting to cure him, and a reasonable sum as compensation for the loss of the use of the horse while under such treatment; provided that the whole damages allowed do not exceed the value of the horse.

The declaration alleged that there is in Springfield a public highway called Main street, which is owned by the railroad of the defendants, and the defendants have so constructed and maintained their railroad, at the crossing, as to obstruct the highway and render it unsafe and inconvenient for travelers, whereby the plaintiff travelling on the highway and across the railroad, with his horse and wagon, and using due care, sustained an injury to his horse, &c., and was put to trouble and expense.

The case was tried in the Superior Court, before Morton, J., and it appeared in evidence that, at the crossing in question, the defendants, for the purpose of facilitating travel across their tracks, had caused the whole space between the rails to be planked, except about two inches in width

next to the inside of the rails, which was left open to accommodate the flanges of the wheels of the cars and engines running thereon; that the edges of the planks next to the rail were plated with a strip of iron; and there was evidence tending to prove that the horse of the plaintiff, while the plaintiff was driving across the tracks with ordinary care, was injured by catching its shoes in the space between a plank and rail, and in attempting to move forward, its feet were firmly held between the rail and the iron plate upon the plank. The defendants objected that the action could not be maintained against them, but should have been brought, for the alleged injury, against the City of Springfield, but the judge overruled the objection.

Upon the question of damages, the judge instructed the jury that the plaintiff was entitled to recover the diminution of the market value of the horse occasioned by the injury, and in addition, such sums of money as the plaintiff had paid out in reasonable attempts to cure, with reasonable compensation for their own services in attempting to cure it, with a reasonable sum as compensation for the loss of their horses while under such treatment.

The jury returned a verdict for the plaintiff, finding specially the amounts which they allowed for the care and expenses of trying to cure the horse.

The defendants alleged exceptions.

BIGLOW, C. J. The defendants were clearly liable for damages to the plaintiff, if they caused an unlawful obstruction to public travel in the highway, whereby injury was occasioned to the plaintiff's property. This liability exists notwithstanding a party may also have a remedy against the town or city where such obstruction is permitted. *Snow vs. Housatonic Railroad, aute., 434.* By returning a verdict for the plaintiffs, under the allegations in the declarations, the jury must have found that the acts of the defendants rendered the highway unsafe and inconvenient to travelers. No question appears to have been raised at the trial as to the right of the defendants to construct their tracks across the highway. If they had this right, then it was their duty to construct them in such a manner as to be reasonably safe and convenient, in order to adapt them to the public travel passing on the highway, as well as to fit them for their own convenient use. Beyond this, no duty was imposed on them by law. They could only be required to exercise their legal right to construct their railroad across the highway in such a manner as to create no unnecessary obstacle or hindrance to public travel. By a compliance with this requirement, no unlawful or unauthorized obstruction would be occasioned in the highway. The way might be less safe and convenient for the travelers than it would have been if the railroad had not been constructed over it, but it would not be unsafe and inconvenient in a legal sense. *Jones vs. Waltham, 4 Cush. 299 Davis vs. Leominster 1 Allen, 182.* It does not appear that these familiar principles were overlooked or disregarded at the trial. There is nothing in the exceptions to show that full and appropriate instructions were not given as to the rights and duties of the defendants in constructing their railroad across the highway at the place where the

alleged accident happened. In the absence of any statement of the instructions, it is our duty to presume that the jury were properly advised on this part of the case. *Commonwealth vs. Kneeland*, 20 Pick. 206, 223. Same *vs. Byce*, 8 Gray, 461.

It does not appear that the rule of damages was incorrectly laid down at the trial. As we understand the instructions, the jury was told that the plaintiff was entitled to recover a sum equal to the diminution of the market value of the horse, caused by the injuries, to be ascertained, not by its condition immediately after the occurrence of the accident, but by that in which it was shown to be at or about the time of the trial, and after it had been partially restored to health and soundness by restorative means which the plaintiff had reasonably used in the relief and cure of the injuries which it had received. Thus construed, the instructions were clearly right. The plaintiff was entitled to recover his reasonable expenses incurred in curing the horse because thereby he had diminished the extent of the injuries, and the amount of damages which the defendants would otherwise have been liable to pay.

It does not appear that the expenses of curing the animal was unreasonable, or that it exceeded in amount the benefit which was thereby done in diminishing the injurious effects caused by the negligence of the defendants.

Exceptions overruled.

Eastern Lumber Trade.

The stock of lumber now on hand in Albany is estimated at 25,000,000 feet, which is less than the usual amount wintered there. It is pretty well sorted, though consisting mostly of thirteen feet lumber.

The quantity of sawed lumber received in 1865 in Albany by canal was 258,997,965 feet, and the value of the lumber and shingles exceeds \$8,000,000.

The following table shows the receipts by the canals at tide water during the years named:

Boards and Scantling, feet.	Shingles, M.	Timber, Cubic feet.	Staves Pounds.
1860 377,688,600	63,400	1,299,800	292,910,000
1861 301,607,000	45,200	1,190,000	264,288,000
1862 412,105,800	49,800	2,506,800	357,030,000
1863 466,304,600	36,100	5,560,600	282,478,000
1864 495,287,400	30,832	4,121,000	286,250,000
1865 492,535,065	34,094	3,722,549	223,273,929

The value in 1865 was: Boards and scantling, \$14,776,042; shingles, \$170,470; timber, \$1,302,892; staves, \$1,562,917.

Exports of Petroleum.

The following table is furnished by the U. S. R. R. & Mining Register, giving the comparative exports of Petroleum to foreign countries in 1864 and 1865:

	Gals.—1864.	Gals.—1865.
Philadelphia	7,760,148	12,714,585
New York	21,332,974	14,393,586
Boston	1,096,307	1,438,978
Baltimore	929,971	973,117
Other places	142,261	100,000
Total	31,261,661	29,720,266

It will be seen that Philadelphia increased in the quantity of her export in 1865 over 1864, 4,954,437 gallons; Boston increased, 342,671; Baltimore increased, 43,960 gallons; New York decreased, 6,939,388 gallons.

American Central Railway.

Our readers are already aware that President Thompson, of the American Central Railway, has succeeded in the purposes of his mission to Europe, by securing iron and money for the completion of the road from the Mississippi river to the Indiana State line. He has entered into contract with the well-known firm of Bellet Des Minieres Brothers & Co., of Paris, whereby iron and money are by them furnished to the road in amount nearly sufficient to complete the grade, laying the ties and iron, bridge the road, and furnishing the rolling stock through the whole State. Active operations are to commence in March. These facts are placed beyond doubt by letters from President Thompson, now in the hands of Col. W. B. Sweet, Secretary of the road.

Early last spring Hon. John S. Thompson, on behalf of himself, James S. Thompson, Wells Willits, and L. W. Thompson, of Mercer county; Wm. B. Turner, of Warsaw; Oloffe Johnson and W. B. Sweet, of Galva, and Wm. F. Thomas of Wyoming, proceeded to New York and caused a legal sale of the road to be made upon the first mortgage bonds, executed upon the road by the old Company to satisfy bonds owned by some of those gentlemen; and in May last the legal title to the road passed to the company since organized, and of which Judge Thompson was duly elected President, and Col. W. B. Sweet, Secretary. The sale relieved the new company from the embarrassments and obligations of the old, and gave them nearly a hundred miles of graded road bed and right of way through the State.

The new company in July last issued \$3,242,000 of first mortgage bonds upon its road, and sent President Thompson, with George M. Braggiotti, of New York, one of the Directors, with \$1,225,000 bonds, to Europe, to buy iron and raise money.

The American Central Railway is destined to become an important link in the most important railroad thoroughfares on this continent.—*Galva Union*.

Northwestern Virginia Railroad Coupons.

The case of the Baltimore and Ohio Railroad Co., *vs. D. J. & M. J. Foley*, recently tried in the Superior Court, Baltimore, was an action to recover for freight and tolls due by the defendants. The plaintiff submitted two prayers for the Court to instruct the jury that by the true construction of the contract, entered into between the Baltimore and Ohio Railroad Co., and the Northwestern Virginia Railroad Co., the gross revenue of the latter company from the 1st of January, 1857, to January, 1862, was to be applied, after the payment of taxes and office expenses, as provided for in the second clause of the agreement, to the payment *pari passu*, and without preference or priority, of the interest mentioned in the first and second items, and that if on the 1st of July, 1861, the Baltimore and Ohio Railroad had paid more on these several accounts than the gross revenue aforesaid had produced, they had the right to deduct such excess from the gross revenue of 1861, when any balance that remained would be applicable to the payment *pro rata* of the interest mentioned in the first and second items aforesaid. Also, that on the 30th June, 1861, the gross receipts of the Northwestern Virginia Railroad was \$1,049,333 28, and that the Baltimore and Ohio Railroad Co. had paid interest on the mortgage debt mentioned in the agreement to the amount of \$970,507 50, and that the interest due to the Baltimore and Ohio Railroad Co. on its own claims against the Northwestern Virginia Railroad Co., also mentioned in the second item of clause second of said agreement, amounted to \$394,993 18, and that it had paid taxes amounting to \$2,357 58, and office expenses of \$5,990 90, by which there was left a balance of \$324,524 88, and that the gross receipts from the Northwestern Virginia Railroad for the year 1861 was \$353,613 90, then the Baltimore and Ohio Railroad Co. are entitled

to deduct from the revenue of 1861 aforesaid the said balance of \$324,524 58.

The defendants submitted contra prayers, which, after the Court had rejected those of the plaintiff, were by them withdrawn. The jury, under the instructions of the Court, rendered a verdict in favor of defendants, thus establishing a greater value on the interest coupons attached to the bonds of the Northwestern Virginia Railroad Co., to the payment of which the revenue of the latter company, which is worked by the Baltimore and Ohio Railroad Co., is by the agreement to be applied, and showing that they should be received in payment of freight and tolls due the latter company.

Railroad Land Grants.

The bill introduced into the United State Senate by Mr. Conness, granting land for the construction of a railroad from San Francisco Bay to Humboldt Bay, in the State of California, was referred to the Committee on Public Lands.

The House passed the Senate bill providing that in case the Burlington and Missouri River Railroad Company shall complete the section of twenty miles by the 1st of December, 1866, it shall be entitled to the proportion of land provided by law.

Australia R. R. and Telegraph Lines.

In Australia the total length of the railroads measure 478 miles, viz.: In New South Wales 139 miles; in Victoria 256 miles; in South Australia, 58 miles, and in the new province, Queensland, 25 miles. Besides these, New South Wales has 158 miles, and Queensland 40 miles, in course of construction. Sydney and Melbourne have street and neighborhood railroads on the American principle. Of telegraph lines there are about 10,000 miles, including those projected, and in a short time the Australian system will be connected with the Asiatic lines, and by way of the Indian and Russian lines westward, and the Amoor and American lines eastward.

Work on the Memphis and Ohio Railroad is being rapidly pushed forward to completion. The bridge over the Hatchie, five miles beyond Brownsville, will soon be finished, when the cars will run through to Humboldt, connecting with the Mobile and Ohio Railroad to Columbus, Kentucky.

Cherrystone and Delaware Railroad.

A bill to charter this railroad has been introduced into the Delaware House of Delegates. The road will commence at Cherrystone, on the Chesapeake, nearly opposite Norfolk, and extend to Georgetown, Del., where it will connect with the Junction and Breakwater Railroad. It will form part of a continuous line to New York across the States of Maryland, Delaware and New Jersey.

Gettysburg Railroad.

At the annual meeting of the stockholders of this company, held on the 8th ult., the following gentlemen were elected directors for the ensuing year: W. G. Case, President; David Wills, Robert McCurdy, C. S. Maltby, F. W. Northrop, Howard S. Case, Robert Crane, John B. Bachman, William McConkey, Henry Kauffelt, Philip Small, Peter Deihl, Wm. Bittinger.

The branch of the Cleveland and Toledo Railroad from Elyria to Oberlin, will be completed by the 1st of June next.

The par value of the Chesapeake and Ohio Canal shares has been reduced from \$200 to \$50.

Imperial Mexican Railway.

The directors of this company report that "most satisfactory progress has been made in completing the working plans and sections and laying out the line, and also by the contractors in its construction. Colonel Talcott has just returned from a general inspection of the entire line, and reports that nearly all the plans were in the hands of the contractors. Between the Barranca de Metlac and Orijava, a distance of ten and a quarter miles, the earthworks were completed, with the exception of a heavy rock cutting adjoining the Barranca, which is in active progress. From Orijava to the head of the Encinal Valley, and thence to the end of the Maltrata Valley, a length of thirteen miles, the line is laid out, with the exception of sections of 19 and 20. The works on this portion of the line were commenced on the 1st of November, and a large force of men is now employed on the earthworks and masonry. On the Maltrata division, which embraces the great Orijava incline, twenty-three miles in length, sections 1 and 2, and others, are under construction. From Boca del Monte to the city of Mexico, a distance of 155 miles, the setting out of the main line is completed. The contractors are at work on the eight miles from Santa Isabel, in the direction of Puebla. From Santa Isabel northwards to Molina and San Diego the line is set out. The total quantity of rails shipped to this date is 8,065 tons, and the quantity manufactured 9,224 tons, with the corresponding amount of fastenings. Contracts have been entered into for the supply of locomotives and rolling stock, which will all be of the best construction, embracing every improvement which the experience of English, Indian, and European railways justifies. All the iron roofing and other materials, tools, and machinery for the stations, workshops, etc., are in course of construction. The line from Mexico to Puebla Junction will be completed and ready for traffic by the end of May, and to the city of Puebla by August. The entire line from Vera Cruz to Mexico and Puebla will be completed in the time named in the contract."

Interest and Dividends.

The Naugatuck railroad company have declared a semi-annual dividend of seven per cent., payable free of United States tax, Feb. 15th.

The Wyoming Valley Railroad and Coal Company a dividend of five per cent., payable Feb. 15th.

The Oswego and Syracuse railroad company, a semi-annual dividend of four per cent. payable, free of United States tax on the 20th inst.

The Morris and Essex Railroad Company a semi-annual dividend of 3½ per cent., payable Feb. 15th.

The Delaware Division Canal Company, a dividend of 3 per cent. free of tax, Feb. 15.

The Morris Canal and Banking Company of Jersey City a semi-annual dividend of 5 per cent. on the preferred stock and 6 per cent. on the consolidated stock free of Government tax.

Russian Railways.

The Emperor of Russia has confirmed a concession to Sir Morton Peto, on behalf of Messrs. Peto, Petts and Waring Brothers, of a railway, in prolongation of the one from Riga to Dunnabourgh and Witebsk, and from the latter place to Orel, a distance of five hundred miles.

The Brodhead Independent says there is every prospect of an early resumption of work on the Sugar River Railroad.

Jamestown and Franklin Railroad.

The work on the Jamestown and Franklin Railroad is progressing as fast as the weather will permit, and it is confidently expected that the cars will be running to Franklin next summer.

Further facilities for the movements of travelers in Central Italy have been afforded by the opening to the public of the railway from Rome to Foligno, and from thence to Fabriano and Ancona the line will soon be ready also, giving Rome uninterrupted steam communication with all Europe, minus the Alpine Gap on the Mont Cenis.

The receipts of the East Boston Ferry Co., for the year ending December 31, 1865, were \$120,843 81. The expenditures amounted to \$117,877 82. Gain over expenses, \$2,965 49; liabilities of the company, \$82,916 77; assets, \$19,323 41.

Richard Ivers, Esq., of San Francisco has in connection with G. D. Nagle, taken the contract to build the Stockton and Copperopolis Railroad. The contract price is \$1,250,000. The road will be completed within three years; the cars will probably be running on a portion of the track by next September.

The Legislature of Tennessee has recently passed a bill loaning the Memphis and Ohio Railroad Company \$400,000, to enable it to rebuild the bridge at the Cumberland and Tennessee Rivers, and put the road in thorough repair to Paris.

The gauge of the Piedmont Railroad is to be altered to five feet, so as to correspond with that of the Richmond and Danville Railroad.

The Saratoga, Whitehall and Troy Railroad earned in 1865 \$1,194,147, as against \$1,010,082 in 1864.

The total indebtedness of the State of New Hampshire is \$4,258,470.

The Delaware railroad has been completed to Princess Anne, Somerset Co., Maryland.

COLUMBIA COUNTY Iron Mining Company, OFFICE, 77 Cedar St., N. Y.

This Company, having completed a Railroad, connecting their Mines with the Harlem Railroad at Boston Corners, are now prepared to deliver Hematite Ore of the same character and quality as the well-known Salisbury Ore, at short notice, and in large or small quantities, at the lowest market price, either at their Mines at Hudson, or at Port Morris. An examination of their Ore, and their facilities for cheaply delivering the same, is respectfully solicited. All orders will receive prompt attention.

BIRDSALL CORNELL, President.

EDWARD D. WEBB, Sec. and Treas.

NOTICE TO CONTRACTORS.

RAILWAY CONTRACTORS are invited to submit to GEORGE M. BRAGGIOTTI, 117 Pearl Street, New York, Agents for Messrs. BAILLOT DES MINIERES BROTHERS & Co., of Bordeaux, France, between now and the 5th of March next, proposals for the completion of the grading, bridging, &c., of the AMERICAN CENTRAL RAILWAY OF ILLINOIS, about 190 miles in length, from the City of New Boston, on the Mississippi River, to the Eastern Illinois State Line in the direction of Fort Wayne, Indiana. Contracts will be granted in Sections, and proposals must be accompanied with first class references as to competency, otherwise they will not be considered. For further particulars apply to the Chief Engineer of the Road, at his office in Galva, Henry County, Illinois, where profiles and specifications can also be inspected.

THE Chicago and Great Eastern RAILWAY COMPANY.

OFFER FOR SALE

\$1,350,000

of their First Mortgage Sinking Fund Convertible Bonds, due April 1, 1896, bearing seven per cent. interest, payable in the city of New York on the first days of April and October in each year; being the entire balance of the Bonds which the Company is authorized to sell under the provisions of a mortgage to George N. Titus and James D. Fish, trustees, for \$5,800,000, covering the whole line of the Company's road from Chicago, Illinois, to Richmond Indiana, 224 miles, with the franchises, equipment and appurtenances, and all other present and future acquired property.

The proceeds of these bonds now offered will extinguish the whole existing floating debt of the Company, and provide for the purchase of a large amount of additional rolling stock.

For copy of mortgage and further particulars apply at the office of the Company, No. 37 William street, New York, where subscriptions for the bonds will be received. New York, February 13, 1866. 417

OFFICE OF THE

Chicago and Northwestern RAILWAY COMPANY, No. 8 Wall Street.

OFFERS WILL BE RECEIVED UNTIL THE FIRST day of March proximo, for \$350,000 of the CONSOLIDATED SINKING FUND CONVERTIBLE MORTGAGE BONDS of this Company. These bonds are a portion of \$2,000,000, issued for the purpose of providing additional rolling stock required to accommodate the growing business of the Company, and for the equipment of the additional road now in course of construction to Omaha on the Missouri, and the mortgage provides for the further issue of \$500,000 more of said bonds (\$2,500,000 in all) hereafter, for the same purpose, if such issue shall be found necessary.

The bonds bear date January 16, 1865, carrying seven per cent. interest payable quarterly in New York, have fifty years to run, and are secured by a deed of trust to Samuel J. Tilden, esq., upon all the Company's lines of road and equipment in the States of Illinois and Wisconsin amounting to about 650 miles of road, more than 100 miles of which are subject to no other mortgage. This mortgage, together with all other liens, amount in the aggregate to only \$20,000 per mile upon said roads.

Provision is also made in the mortgage for the absorption, at the discretion of the Board of Directors, of all prior liens into this class of bonds, in the expectation that eventually all the other bonds of the Company will be exchanged for these, leaving this class of bonds the only mortgage lien upon the Company's entire lines of road.

These Bonds are convertible into the Preferred stock of the Company, at the option of the holder, any time, prior to January 1, 1870. For further particulars, inquire at the Company's Office.

By order of the Board of Directors.

H. H. BOODY, Agent.

New York, February 14, 1866. 217

RARITAN AND DELAWARE BAY R. R.

On and after Monday 12th February, 1866, the Express Train for Camden will be discontinued. The Steamer will leave Pier No. 3, North River daily (Sundays excepted), at 4.00 o'clock P. M., connecting with train for Manchester, Toms River, Long Branch, &c. FREIGHT for CAMDEN and intermediate stations, will be taken at LOW RATES on the 4.00 o'clock line, reach Camden the next morning.

J. N. POTTER, President.

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CAN-VASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston. July 19th, 1865. 713

MANHATTAN Life Insurance Company,

No. 156 Broadway, New York.
(New Marble Building.)

Cash Capital and Accumulation over
\$1,800,000

The triennial dividend of profits of this company has resulted in a bonus or addition to a policy of more than 60 per cent. on the whole premium paid.

The dividends are paid in the life-time of the assured, thus aiding them to pay future premiums.

POLICIES are made incontestable after five years from date, for or on account of errors, omissions and misstatements in the application, except as to age.

ANNUITIES are granted on favorable terms.

HENRY STOKES, President.

C. Y. WEMPLE, Secretary.

J. L. HALSEY, Asst. Sec.

S. N. STEBBINS, Actuary.

J. B. JAMES' Rosendale Cement Works,

MANUFACTURE a superior quality of ROSENDALE
HYDRAULIC CEMENT. Address

J. B. JAMES,
29 Cedar Street, New York.

WOOLEN WASTE, For Packing Car Boxes,

For sale by **WILLIAMS & PAGE,**
BOSTON, MASS.

A CIVIL ENGINEER

IS OPEN to engagement, on a Railroad in progress of building, or as Draughtsman, Surveyor, or any other suitable employment. Apply by letter to W. Popp, 375 Second Avenue, New York.

Kuebler & Seelhorst,
MATHEMATICAL AND OPTICAL
INSTRUMENT MAKERS,
No. 27 South 8th Street, cor. of Jayne, Philadelphia, Penn.

To Railroad Companies or Contractors.

THE Advertiser has several Steam Excavators, with Cars, and all the material adapted for speedily executing heavy excavations, filling of trussle work, or loading trains with material for gravelling.

Any persons having such work to do will please address, w.th particulars, Box 366, Clinton, Mass. 6m-36

TO RAILROAD CONTRACTORS.

PARTIES desirous of making a Contract to build a short line of railroad near the City of Richmond, are requested to call at the office of the Springfield and Deep Run Coal Mining Company, 77 Cedar St., New York, for further particulars.

New York, January 24th, 1886.

414

RAILROAD MAP.

NEW EDITION, JUST ISSUED,

FOR SALE AT THIS OFFICE.

PRICE: { Pocket form (free by mail).....\$1 50
Mounted.....3 50

THE NEW YORK CENTRAL RAILROAD Co.,
TREASURER'S OFFICE,
ALBANY, Jan. 20, 1886.

TWENTY-FIFTH SEMI-ANNUAL DIVIDEND.
—The Directors of this company have declared a Semi-Annual Dividend of Three Per Cent. on the capital stock thereof, free of the United States Income Tax, payable on the 20th day of February next.

Dividends in New York will be paid at the office of Duncan, Sherman & Co.; in Albany, at the Albany City Bank.

The transfer-books will be closed at the close of business on Wednesday, the 31st day of January inst., and reopened on the morning of Friday, the 23d day of February next.

E. D. WORCESTER,
Treasurer.

Jo C. Clayton,

Attorney at Law, Advocate in Patent Cases.
Established 1854. Washington, D. C.

UNITED STATES STEEL PEN WORKS,

FACTORY, CAMDEN, N. J.

R. ESTERBROOK & CO.,

Steel Pen Manufacturers,

WAREHOUSES, { 403 ARCH ST., Philadelphia.
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Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.

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NOTICE TO SHIPPERS

To South and Central American Ports.



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CENTRAL AMERICAN STEAMSHIP COMPANY,

We are now prepared to receive and forward with DESPATCH all kinds of goods to and from points on the SOUTH PACIFIC and CENTRAL AMERICAN COAST, under THROUGH BILLS OF LADING, at

GREATLY REDUCED RATES.

For further particulars, classification of goods, and rates, apply at our office,

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SOLE FREIGHT AGENTS, P. M. S. S. CO.

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(NEAR THE HEAD OF WALL STREET.)

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EDWARD MATTHEWS.

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Tubal-Cain Iron Works, HYDRAULIC PRESSES,

FOR Lead-pipe, Oil-pressing, Cotton-baling, Paper-
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Machinery in general.

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CENTRIFUGAL PUMPS

AND TUBULAR BOILERS.

Our **ENGINES** occupy little room, are light, simple, cheap and economical, require no special foundation or balance wheel pit, and can be run from 150 to 500 Revolutions per minute with safety. Sizes from 1-2 Horse to 250 Horse power.

Our **CENTRIFUGAL PUMPS** pass mud, sand, coal, corn, gravel, &c., without injury, and use little power. Sizes from 90 Gallons to 40,000 Gallons per minute capacity. For sewers, canals, coffer dams, condensers, irrigation and wrecking, they are unequalled.

Our **BOILERS** are light, strong and portable, are economical of fuel, burn wood, hard or soft coal, and consume the smoke. Sizes from 2 to 50 Horse Power.

Portables from 2 to 20 Horse Power.
Send for descriptive pamphlets and price lists.

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A. P. MERRILL, JR.,
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Goodman & Merrill, COTTON FACTORS

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COTTON PLANTATIONS,

ALSO FOR THE PURCHASE OF

Railroad Equipment and Supplies.

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NEW YORK.

November 24th, 1885.

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PATENTEES OF
Steam Passenger Cars,
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Via Mauch Chunk.

ONE HOUR AND THIRTY MILES SAVED.
On and after September 25, 1865, trains
will leave New York, via

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FROM FOOT OF LIBERTY STREET, NORTH RIVER,
Daily, except Saturday, 7 P. M. On Sunday 8 P. M.
Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY
ANY OTHER LINE.

Connects at Williamsport with Williamsport and
Elmira Railroad, for Elmira, Niagara Falls, &c. At
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Creek Railroad for Titusville, Shafter, Franklin, Oil
City, &c. And at Erie, with Lake Shore Line, for the
West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.,
arriving in New York at 12.05 P. M., (noon).

H. P. BALDWIN, General Ticket-Agent.

New York, September 16, 1865.

A. WHITNEY & SONS
CAR WHEEL WORKS,
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FURNISH CHILLED WHEELS for Cars, Trucks, and
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WHEELS and AXLES FITTED COMPLETE.

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Canal Street, at 12 o'clock noon, on the 1st, 11th and 21st
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connecting, via Panama Railroad, with one of the Com-
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1st—HENRY CHAUNCEY, connecting with the COL-
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10th—ATLANTIC, connecting with SACRAMENTO.

21st—NEW YORK, connecting with CONSTITU-
TION.

Departures of 1st and 21st connect at Panama with
steamers for SOUTH PACIFIC PORTS. Those of 1st
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Baggage checked through. *One hundred Pounds al-
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An experienced Surgeon on board. Medicines and at-
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For Passage Tickets or further information apply at
the Company's ticket office, on the wharf foot of Canal
Street, North River.

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FOR CAMDEN DIRECT, via RARITAN AND
DELAWARE BAY RAILROAD—Fare \$2.00,
Excursion Tickets good for 3 days, \$3.00.

On and after January 8th, 1865, from Pier 3 North
River at 12.25 P. M., Express Line, through to Camden in
5 hours.

Passengers for Barnegat, Tuckerton, Hammonton, Egg
Harbor City, &c., will take this train.

At 4.00 P. M. Accommodation Line, arriving in Cam-
den at 11 P. M.

Freight for Camden, Vineland, &c., will be taken at
Low Rates. If delivered before 12 o'clock noon, will reach
Camden the same night.

J. N. BILLINGS, Agent, Pier No 3.

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Prevents "Priming" in Boilers, and Economizes from
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HENRY W. BULKLEY,

Consulting Engineer,

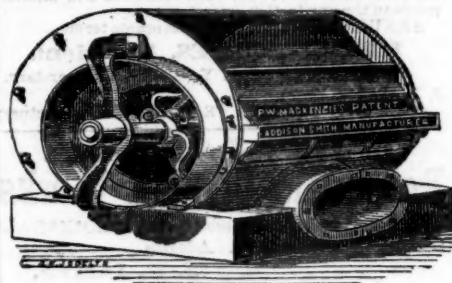
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THIS Blower is a Force Blast Machine, compact, durable
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one-third the power, while their cost is trifling in comparison.
We manufacture these Blowers and Cupolas to melt from 1
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New Rail and Chair Iron furnished. Also Re-rolling
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